

GRAIN DEALERS JOURNAL

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Vol. II. No. 1.

CHICAGO, ILL., JANUARY 10, 1899.

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ONE DOLLAR PER YEAR.

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SPECIALTY: White and Yellow Corn
Fresh from Farmers.

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Our Special Brand of White Oats

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A SPECIALTY.

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A GRAIN CLEANER

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Clipped Oats, Clover and
Timothy Seeds, Milling
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Large or Small Orders.

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Buyers of
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**EDWARD P. MERRILL,
Grain Broker,**
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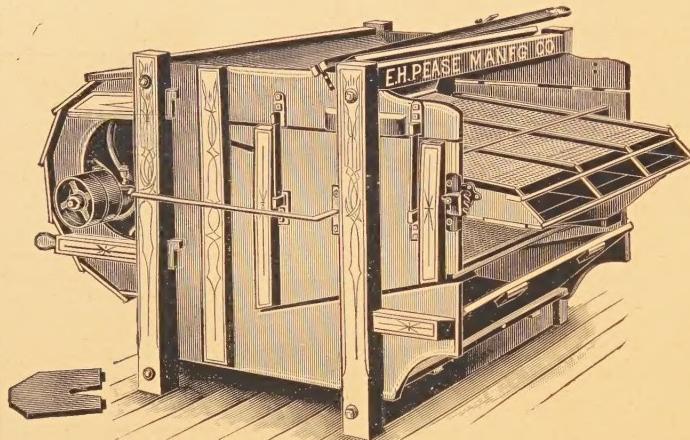
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A Good Cleaner

A Pease Cleaner

IS A PROFITABLE
INVESTMENT...

IS A GOOD
CLEANER.....



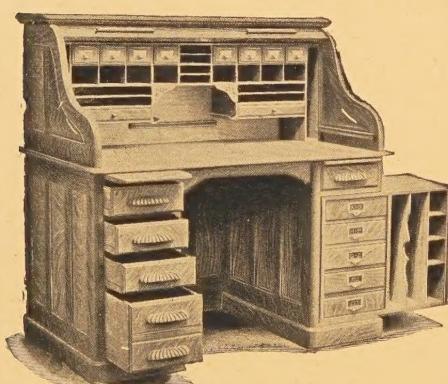
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We make all sizes of cleaners for all kinds of grain. If the design of cleaner, workmanship and the quality of work done by it has any weight with you we can surely satisfy you. In addition to Corn and Flax cleaners we have the Pease Dustless Separators and Warehouse Fanning Mills, the Excelsior Dustless Warehouse and Elevator Separator, the Excelsior Separator and Grader, the Excelsior Combined Machine, and the Excelsior Oat Clipper.

ALL KINDS of Power Plants,
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Quartered Oak
DESK.

Is 54 in. long, 33 in. wide, 52 in. high; has five letter file drawers with indexes and nickel-plated label holders, panels and writing bed made of select built-up stock, desk has massive construction, moulded stiles and drawer fronts, nicely rounded corners, heavy base, eight boxes with quartered oak faces and brass label holders; has ball-bearing casters, carved handles, extension slides, envelope holders, pen racks, brackets, drawers, dust proof curtain, secured with Yale lock, which automatically locks drawers and swinging file. The back of desk is artistically panelled.

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Rapid Reckoner.

The Retail Coal Dealers Rapid Reckoner is printed on heavy bristol board and designed to be hung beside office desk to assist dealers in quickly computing the value of a load of coal. It shows the value of even hundred weights, and of 1,000 to 60,000 pounds of coal at 75 cents to \$9 per ton. Its use will facilitate the work of finding the value of a load of coal and prevent errors. Price, 50 cents. Address

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DRIES A CARLOAD OF DAMP GRAIN IN 30 MINUTES.

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Track bids offered to all regular dealers. We exclude "Scoop Shovelers."
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Construction of GRAIN ELEVATORS

In Wood, Steel or Cement.

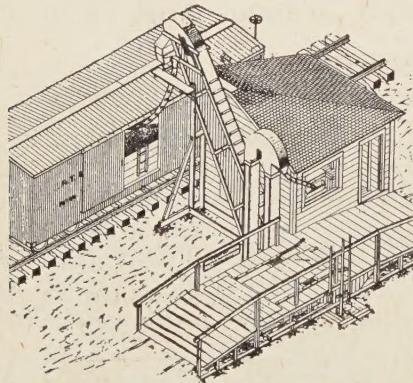
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Designers and Builders of
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OUR PORTABLE DUMP, CLEANER AND
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The Newest Thing Out.

Compact, Strong, Efficient.
Capacity 600 bushels per hour.

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Write for Samples and Prices.

DON'T WASTE YOUR GRAIN
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VERTICAL BURR STONE MILLS
grind all grains fast, fine and easy. Largest
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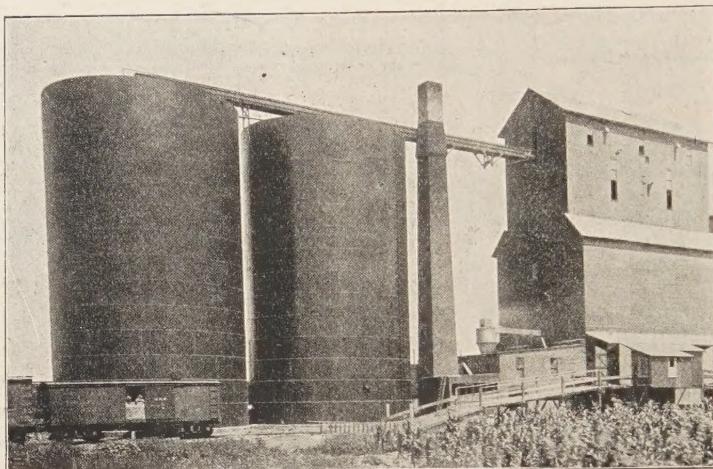
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We Build
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GENERAL OFFICES,

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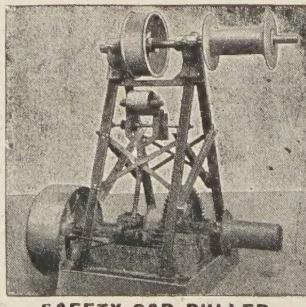
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COMPLETE IN EVERY DETAIL

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Grain Trippers, Car Pullers, Spouting,
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Pulleys, Gearing, Friction Clutches,
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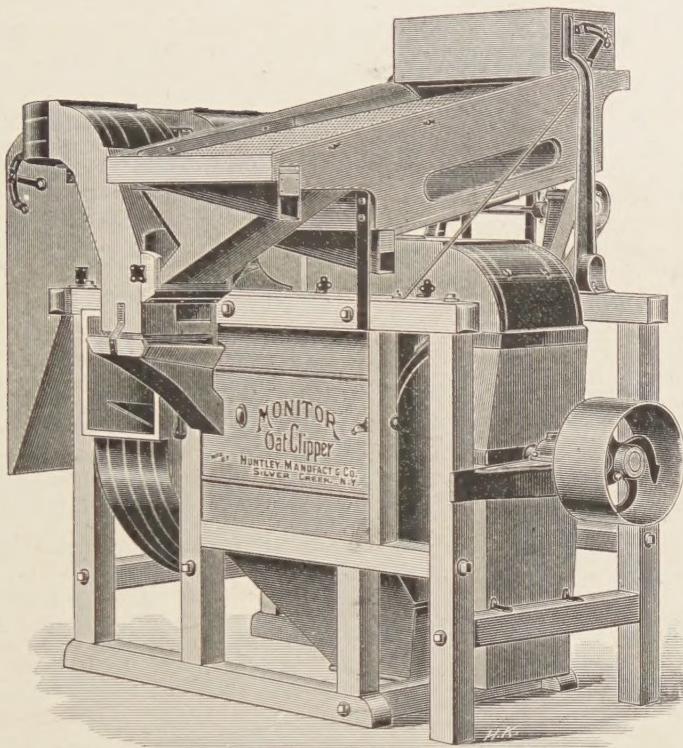
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Engineers, Founders, Machinists,
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Monitor Machines

Are All High-Grade.



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OAT CLIPPERS,
WHEAT CLEANERS,
ASPIRATORS,
BARLEY CLEANERS,
FLAX CLEANERS,
CORN CLEANERS,
SMUTTERS
AND SPECIAL GRAIN
CLEANERS AND SCOURERS.

The difference between the Monitors and other good machines for the purpose, is the difference between GOOD and BEST.

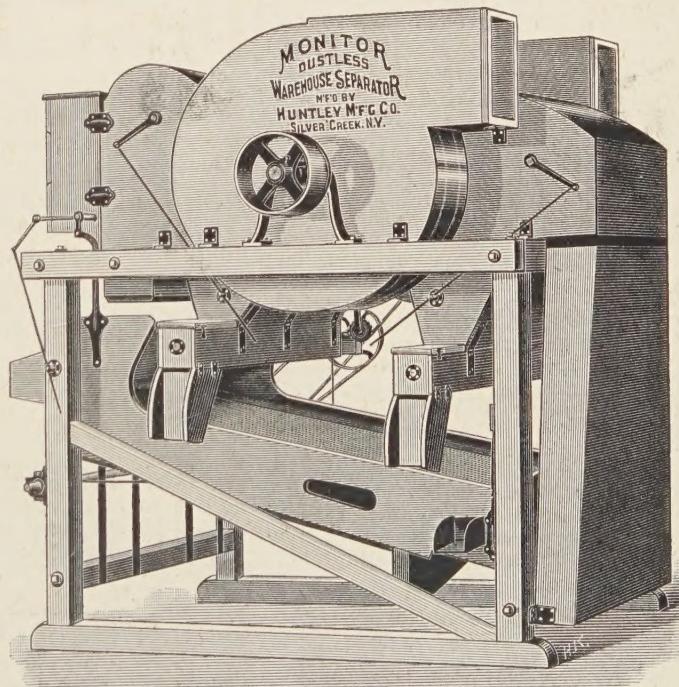
IT MAY COST YOU A LITTLE MORE TO BUY A

Monitor Oat Clipper

But you will have the satisfaction of knowing that you have the BEST, and when quality of work and durability is considered, by all odds the cheapest.

Monitor Oat Clippers and Monitor Cleaners...

can be found in successful operation in nearly all of the leading cleaning elevators in this country.



HUNTER MANUFACTURING COMPANY, SILVER CREEK, N. Y.

GRAIN DEALERS' EXCHANGE.

FOR SALE.

THE "GUS" gas and gasoline engines. Carl Anderson Co., 70 N. Jefferson, Chicago.

GASOLINE ENGINE for sale. 8 h. p. used 3 months, \$200. L. D. Price, 34 W. Washington St., Chicago.

OAT CLIPPER for sale. One No. 2 Eureka, good as new. Price, \$50, f. o. b. cars here. D. N. Dunlap, Fontanelle, Ia.

ELEVATOR IN IOWA on C. R. I. & P. Price \$3,500 net. T. & Co., Box 1, care Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.—Four good Kansas elevators, cheap Address Kansas, Box 11, care Grain Dealers Journal, Chicago.

GASOLINE ENGINES FOR SALE, 35 h. p.; 12 h. p.; 8 h. p.; at a bargain. McDonald, 72 W. Washington St., Chicago, Ill.

ALFREE'S THREE REDUCTION Corn roll, good as new, will sell for half price. Address John M. Hornung, Greensburg, Ind.

OTTO GAS ENGINE in good condition \$250 f. o. b. cars N. Y. 10 h. p. Address B. W. M., Box 11, Grain Dealers Journal, Chicago, Ill.

A 15 H. P. OTTO ENGINE for sale; \$150, f. o. b. cars Columbus, Ohio. Address Columbus, Box 11, care Grain Dealers Journal, Chicago.

IOWA ELEVATOR for sale, or rent, new 26x28x35 ft. two legs, two dustless cleaners, 5 h. p. gasoline engine, dump scales. P. Vandenoever, Dexter, Minn.

MACHINES not in use can be sold by advertising them here. Get your money out of them; get the machines out of your way; sell them and reduce your fire risk.

ELEVATOR FOR SALE.—Finest grain section in the state; good reason for selling; a bargain; best grain station on the R. R. Illinois, Box 11, Grain Dealers Journal, Chicago.

ELEVATOR AND FEED MILL for sale. Best facilities for handling grain. Mill does good business. Good reason for selling. A bargain. E. C. Kidd & Co., Morrison, Ill.

IOWA ELEVATORS for sale. A line of twenty country elevators and a good cleaning house in Iowa will be sold cheap. Must sell all or none. F. J., Box 6, Grain Dealers Journal, Chicago, Ill.

FEED ROLLS; SCALES.—3 three-high Feed Rolls, 1 600-bushel and 3 60-bushel Hopper Scales at a bargain; all kinds of mill machinery. S. G. Neidhart, 110 Fifth Ave., S. Minneapolis, Minn.

MACHINERY.—Second hand
—24-inch Automatic Tripper.
2—Hill Friction Clutch Couplings.
12—Belt Tighteners.
2—Cast Iron Elevator Boots.
Large quantity pulleys, shafting, belting, iron-work, etc.

H. W. Allen, Box 695, Silver Creek, N. Y.

FOR SALE.

ELEVATOR IN ILLINOIS on the Big Four, capacity 10,000. New and well built. Electric power. Has sheiler, ground dump, platform scales and hopper scales, a bargain. Address B. M. J., Box 10, Grain Dealers Journal.

GRAIN WAREHOUSE AND FEED MILL for sale. Handle all the grain shipped, plenty of grinding, also handle flour, salt, cement, hides and clover seed. Only warehouse in town, good chance for right party. Address J. Evans, Barneveld, Wis.

DUMP FOR SALE: A 2,000-bushel capacity dump on the Santa Fe for sale. Price \$550. This point ships about 200 cars a year, and a good trade can be built up. Good opening for a coal and lumber business in connection. R. N. F., Box 11, Grain Dealers Journal, Chicago.

ELEVATOR FOR SALE in Kansas, capacity 30,000 bushels, 8 shipping bins, 26 storage bins, hopper scales, platform scales, 2 dumps, has a wheat cleaner, corn sheller and cleaner, and feed mill, a Bargain, will take some land in part payment. Address L. J. H., Box 10, Grain Dealers Journal.

NEW ELEVATOR AND DWELLING PROPERTY in the gas belt of Indiana; free fuel; capacity, 2,000 bushels; 10 h. p. steam; large new corn sheller; good feed grinder, corn and wheat dump. Reason for selling, have other business. Price, \$3,000. E. H., Box 1, care Grain Dealers Journal, Chicago, Ill.

GASOLINE ENGINES FOR SALE—
1 1/2 H. P. Regan, electric igniter.
1 3 H. P. Charter, tube igniter.
1 4 H. P. Witte, both igniters.
1 5 H. P. Fairbanks, both igniters.
1 5 H. P. Fairbanks, pump and gasoline engine combined, for village waterworks.

WITTE IRON WORKS CO.,
Kansas City, Mo.

TABLE OF LEGAL WEIGHTS, compiled from official sources by Alfred L. Fraser, of the General Freight Department of the N. Y. C. & H. R. R. R., giving the legal weights per bushel of agricultural and mineral products (grain, vegetables, fruit, salt, coal, etc.), as provided for by the statutes of the various States and Territories of the United States, and of the Dominion of Canada. Price, 50c. A. L. Fraser, Publisher, Yonkers, N. Y.

SECOND HAND GASOLINE ENGINES FOR SALE.—A partial list of second hand engines, all engines guaranteed to be in A 1 condition.

25 h. p. Otto, \$400.
15 h. p. Charter, \$300.
8 h. p. Fairbanks & M., \$200.
6 h. p. Chicago, \$175.
3 h. p. Norman, \$110.
L. D. Price, 34 W. Washington St., Chicago.

MISCELLANEOUS.

IF YOU do not find what you want advertise for it here.

A BARGAIN.—The fact that you read the ads. in this department should be sufficient to convince you that your ad. would be read by others. Try it.

WANTED.

ELEVATORS, WAREHOUSES AND GRAIN BUSINESSES can be secured by making your want known here.

A SECOND HAND scale, cleaner, clipper or other machinery can be obtained at a low price by advertising your want here.

OHIO ELEVATOR WANTED.—I wish to rent a small house at good country station; may buy. P. K., Box 11, Grain Dealers Journal, Chicago, Ill.

CHICAGO CORN ACCOUNTANT WANTED.—I want a good Chicago corn accountant. New England, Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: I wish to buy or lease a small elevator in good territory. Give amount grain of 1897 crop handled. J. H. Downing, Hawarden, Iowa.

POSITION WANTED.—Competent man wants position as bookkeeper or to take charge of office work. Bookkeeper, Box 11, care Grain Dealers Journal, Chicago, Ill.

ILLINOIS ELEVATOR WANTED: I want to buy a small elevator in a good grain growing district of Illinois. G. A. K., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED: I wish to lease a well equipped elevator in good grain section with view to buying. M. O. S., Box 11, Grain Dealers Journal, Chicago, Ill.

ELEVATOR WANTED—I want a small well equipped country elevator in Illinois, Indiana or Michigan. Give full particulars in first letter. L. T. E., Box 11, Grain Dealers Journal, Chicago, Ill.

POSITION WANTED.—If you want help in your office, elevator or any other department of your business, advertise your want where those connected with the grain trade will see it. That is right here.

POSITION WANTED as traveling solicitor, superintendent, foreman or buyer for grain firm, by an experienced grain man. A1 references. Address J. E. R., Box 11, Grain Dealers Journal, Chicago, Ill.

MACHINES WANTED.—If you want good second-hand machines or machinery, make your want known in this department. Others have done so and secured good machines at a low price. You can do as well.

HELP WANTED.—If you want a position as superintendent or foreman of an elevator, grain buyer, traveling solicitor, bookkeeper, machine tender or any other position about a grain elevator or grain firm's office, make your want known to those engaged in the business by advertising here.

COUNTRY ELEVATORS WANTED.—We have frequent inquiries for elevators from grain dealers who desire to buy, and we feel that it would be to the advantage of every one who desires to sell an elevator to list same with us. It costs nothing unless sale is made, and then only \$1 for each sale resulting. F. R. S., Box 9, Grain Dealers Journal, 10 Pacific Avenue, Chicago, Ill.

GRAIN DEALERS JOURNAL

Published on the 10th and 25th of each month at
10 PACIFIC AVE., CHICAGO, ILL.
BY THE

GRAIN DEALERS' COMPANY.

CHARLES S. CLARK, EDITOR.

Price, Five Cents a Copy: One Dollar Per Year.

Letters on subjects of interest to those engaged in the grain trade, and news items are always welcome.

CHICAGO, ILL., JANUARY 10, 1899.

Letters on trade subjects are welcome.
Let us hear from you.

Will you make any changes or improvements this spring? Write us regarding them.

The elevator man who has a drier this season could not be enticed to the Klondike by the most enthusiastic description of the gold finders.

The receiver who does not revise his mailing list now and then pays dearly for the privilege of sending his special grain letters to dead men.

Readers desiring any information relating to trade subjects are welcome to use our Asked and Answered column. It is free. Make use of it.

Some dealers who have found the internal revenue tax quite burdensome are taking the 2 cents from the amount due the farmer before placing stamp on scale tickets.

Regular grain dealers should not forget that the Grain Dealers Journal is published by and for the regular dealers. It is striving to merit their support and surely it deserves their patronage.

If country shippers would place the name of the railroad on which their elevators are located on their letterheads they would give information to receivers and brokers which would prove of profit to both parties.

Illinois has a law which forbids the building of grain elevators by any but licensed architects. So many elevators have fallen with their load of grain that this regulation seems necessary in order to prevent the designing of weak structures by persons who are incompetent to understand the different strains to which they will be subjected.

The conservative old women who shook their curls when steel tanks were first used for grain storehouses have been lost in the hustle and bustle of progress. The steel storehouse is to-day recognized as a practical storehouse for grain, which reduces the cost of insur-

ance to a minimum and prevents the accumulation of weevil breeding dirt. It is a success and has come to stay.

When painting your iron siding or tin roofing do not throw money away by covering it with cheap paint which will crack, curl and drop off.

Country shippers should never forget the receivers and dealers who confine their business to regular grain shippers. It is to their interest to confine their shipments to such receivers and dealers.

The country elevator man who has good cleaning machinery is fortunate. The one who is cursed with poor cleaners, wastes power, time and space and receives no compensation for his trouble.

Shippers who use grain doors to construct sheds, or to line a warehouse, are not in a position to kick on the poor doors supplied with the cars. Recently we learned of a shipper who had used three car-loads of grain doors in a short period, although his shipments had not exceeded 50 cars.

The grain inspectors of Chicago and other markets find it necessary to place dirty grain in the lower grades. The rules do not permit them to grade high and blow out the dust and dirt. The country elevator man can do whatever he likes with it, and should make an earnest effort to improve it before consigning it.

Country elevator men should refuse to permit their houses to be erected by barn builders who have given no study whatever to the different strains a grain warehouse is subjected to. The engineer who makes a specialty of building grain houses knows of the strains and always takes precaution to make it strong where needed.

Country shippers are giving more attention to remedying shortages in grain shipments than ever before, and fewer of them are loading their grain in old, worn-out cars which are not fit to transport grain to market. It has been a very tiresome and expensive lesson, but they are learning that it pays well to cooper a car thoroughly and refuse to place grain in old cars which will bulge and leak when loaded.

Seldom has so much grain of one crop been graded down on account of moisture contained, and few crops have offered such a promising opportunity to make money by drying grain. Some of the dealers who have put in driers have received the return of their entire investment in 60 days; it has not been merely a profit on the investment. The experience of the few who were fortunate enough to secure a good drier has prompted many others to place their order for a grain drying plant. In the

past it was out of the question for a country elevator man to think of putting in a drying plant. Only large plants were made, and the first cost of them was so great as to be forbidding. During the past season new driers have been placed on the market and these are made in capacities to suit the needs of any elevator man, so that a country elevator man who is receiving much damp corn can make a drier pay for itself in short order.

The field of the oat clipper is rapidly being increased and much wheat is now being clipped. Those who have power and space to spare have generally found a good oat clipper a profitable machine. However, it requires some skill to operate a clipper, which explains why some have found a clipper unprofitable. One man is said to have clipped \$15,000 off his bank account during the last year trying to make money in the oat clipping business.

Elevator men who have been paying extortionate rates for insurance can obtain relief by applying to the millers mutual, or, if they are so fortunate as to live in Iowa, they can obtain insurance in the Grain Shippers' Mutual of that state. The mutual companies are an established success despite the scare methods of the stock company agents. The mutuals are not organized for the profit of the promoters, but for the purpose of saving fees to the policy holders, and risks are always carried at cost.

The Grain Dealers' Union of Iowa and Missouri has declared against storing grain for growers and henceforth members will do everything in their power to discourage it. If the dealers would provide ample storage room and charge a fair storage for each 15 days, the storing of grain might be made a source of profit to them. If grain owners desire to use the elevator man's storage room they should be required to pay a good price for it; he cannot afford to give it free. If they will pay a fair price he will gladly provide all the storage room they want.

The country grain merchant who imports new seed of superior quality will find such a practice of profit to himself as well as to the farmers. Grain will deteriorate if seed is not changed frequently. The planting of the same seed on any patch of ground has always been followed by decline in quality and quantity of the grain obtained. Many grain dealers refuse to furnish seed because they have found it so unprofitable. It has proved unprofitable simply because they did not conduct the business in a businesslike manner. They lend the grain to the farmer with the understanding that he will return a like quantity of the product to the dealer after harvest. It is natural that some

of the overly avaricious farmers should forget all about the transaction and the very existence of the dealer who lent the grain. Many of them have been known to possess such fickle memories and have marketed their grain at some other station. If they had been required to pay for the seed when obtained they would have come back in the fall with more and better grain and with a heart full of thankfulness to the dealer who supplied them with the new seed.

It is useless to attempt to compete with feeders. When they want grain they are bound to have it; they must have and must pay what competition compels. Overbidding may force the feeder to pay well for the corn he gets, but it does not put a profit in the regular dealer's pocket. However, it does help to convince the farmers that unreasonable competition is a good thing, and it makes every one of them chronic sticklers for higher prices.

The elevator man who puts in a good feed mill does not find it necessary to ship off grade grain to a central market and accept prices which are below cost. He grinds it up and sells it for feed at an advance of several cents a bushel above what it cost him to prepare the feed. Many elevator men have space, power and labor they can give to the feed grinding business without expense. It would seem that such utilization of what must otherwise go to waste must prove very profitable.

The car famine does not seem to diminish, as has repeatedly been predicted it would do during the last two months. The railroads are no doubt making an earnest effort to move the grain, and many have placed orders for new cars. It seems unjust that the grain shippers should bear the burden of the car famines, and no doubt if those suffering by reason of such delays would take the matter into the courts they might, after a protracted lawsuit, secure a judgment for damages. Many dealers have suffered severely during recent months. One Indianapolis dealer lost so much by delay in his corn shipments that he was compelled to suspend business.

It seems unreasonable that the regular grain dealers of the country should be called upon to bear such a large proportion of the war tax. Many of the merchants of country towns contribute to the internal revenue funds only when they make out a check on a bank, while the regular grain dealer often contributes two cents every time a load of grain passes over his scales. The grain dealer is also taxed on his telegrams, bills of lading and his written contracts. Many dealers have refused point blank to place a stamp on their scale tickets which are paid at bank or store. Some of them put it on scale tickets and sub-

tract it from the amount due the farmer, which, of course, results in a vigorous kick from the farmer. The grain dealer is taxed out of all proportion to his business. The other merchants of country towns are not taxed one-hundredth part as much as the grain dealer who attaches stamps to his scale tickets. Some of the overly officious commissioners, not satisfied with the tax collected from the dealer heretofore, are now trying to have the law amended so as to require the stamping of every scale ticket which is issued to the farmer. Heretofore some of the dealers have avoided the payment of the tax by neglecting to place the amount of money due the farmer in the ticket, giving only the amount and price of the grain. If the dealers affected by the extortionate tax will not make a determined fight against the continuance of the tax and the proposed increase, they must expect the movement inaugurated by the commissioners to succeed. Opposition will surely be cheaper than toleration. It is due to the interests of their business that the grain dealers make a determined effort to thwart the proposed action.

THE MOKI CORN CARRIER.

The accompanying cut illustrates the manner of transporting corn in the province of Tusayan, which is inhabited by a tribe of Indians known as the Moki, and celebrated for their mysterious and charming snake dance, which is performed every other year. About the only grain raised by them is corn.



Moki Corn Carrier.

Unlike other North American Indians, the men of this tribe do all the agricultural work, leaving the women to perform the culinary duties and keep the "house" in order. These "houses" are situated way upon the bluffs of the Moki's rocky country, and when the corn is harvested it must be carried in the manner illustrated from the fields to the place of consumption. As will be seen, the corn stalk is carried away.

The cut is from a very artistic brochure issued by the passenger department of the A. T. & St. Fe R. R., Chicago. The book is entitled "The Moki Snake Dance," and contains, in addition to the description of the dramatic Pagan ceremony, an interesting account of the life and customs of the Pueblo Indians of Tusayan, Arizona.

When you contemplate a change in your elevator let us know of it.

LETTERS FROM THE TRADE

WANTS AN EQUITABLE TAX.

Grain Dealers Journal: I understand that an effort is being made to have the internal revenue laws so amended as to require the placing of revenue stamps on all forms of orders for money, including scale tickets, receipts, etc. While I have adhered strictly to the spirit of the law and have stamped everything, I have all along deemed the law unjust and inequitable.

In the grain trade we are confronted with the condition of 20 to 60 loads per day, some large and some small, often not amounting to more than \$4.00 to \$7.00, each of which must bear the stamp, which often amounts to from 20 cents to 50 cents per \$100. I know of no other business that pays so high a rate; and if some have sought to lessen this expense by issuing scale tickets and receipts, I think that they have still paid their full share. I trust that an equitable measure may be devised whereby the grain trade will all pay its full share (and no more) of the revenue tax.

ORVILLE LEE, Sac City, Ia.

HOW MISSISSIPPI DEALERS GET OATS AT LOW PRICE.

Grain Dealers Journal:—Having just returned from a trip to Hazlehurst, Miss., where I went to look after two cars of oats shipped to that point by members of the Texas Association, I beg to submit the following by way of report, for the benefit of all who may be interested:

At a meeting of our association held in Galveston, Tex., Dec. 5th, 1898, Messrs. Pittman & Harrison and Messrs. G. F. Gribble & Co. of Sherman, Tex., reported that they had reason to believe they were being badly treated on two cars of oats shipped to Hazlehurst, Miss., and were in imminent danger of losing these shipments entirely.

On hearing their statement of the matter the association voted unanimously that I should go to Hazlehurst as quickly as possible and look into the matter, which I have done and succeeded in getting matters so arranged that I think there is now no question about these shippers finally obtaining pay for their oats, at the end of the law suit now pending. When I arrived at Hazlehurst, I found that consignees had paid drafts against these two cars, arbitrarily pronounced the oats "not up to grade bought and wholly unfit for seed." They immediately garnisheed the money paid into the bank, thus fixing jurisdiction of the matter in their home courts so as to compel the shippers to appear there to controvert their contention as to the character of the oats. Then they proceeded to sell out the oats for account of shippers in such a manner as to make them bring the least possible price, entailing a loss of 12½c per bushel on one car and 13¾c per bushel on the other car. The consignees expected to make the shippers pay these unreasonable losses out of the money held by garnishment in the bank.

To show how these Hazlehurst parties were intending to handle the shippers will say, that I learned while there that they first sold these two cars of oats to one certain party at 10c per bushel, and he had written his check for the amount, notwithstanding the fact that the

freight rate on these oats was 35 cents per 100 pounds or 11 1-5 cent per bushel. Their attorney, a Mr. Ramsey, whose advice they were following, suggested to them that they might be required to testify under oath that they had sold the oats for the best price obtainable, whereupon they recalled the first sale and sold them a second time at 20½ cents per bushel for one car and 25 cents for the other. These parties were advised by shippers that if oats were not satisfactory the shipments would be forwarded to other points without injury or loss to them. I examined these oats personally while at Hazlehurst and found them fully up to grade sold, slightly stained, but good, sound seed oats. I also found these same oats being sold out in the Hazlehurst market by present owners at 45 to 50 cents per bushel for planting and feeding purposes.

One car of these oats was sold and shipped to the Hazlehurst Grocery Co. and the other to J. T. Neely, broker, for distribution to half a dozen Hazlehurst merchants.

The present law of Mississippi permits this kind of dealing on the part of Mississippi merchants and designing parties may repeat such transactions as often and as long as they can find shippers who will make shipments to them. E. H. Crenshaw, Secretary Texas Grain Dealers' Association, Ft. Worth, Tex.

TROUBLES OF TEXAS DEALERS.

Grain Dealers Journal: While the troubles are fresh in dealers' minds, allow me to suggest the members of our Texas Grain Dealers' Association that we petition our delegates to the State legislative bodies, to introduce and favor the passage of a law making the legal weight 75 lbs. for a bushel of corn in shuck. This is the only way to get the matter before those bodies this session, as our association does not have another meeting until in June, I think. Most dealers say they take that anyhow, but our people hereabouts are accustomed to the 72-lb. rule, and it would be hard to change against the law, notwithstanding the fact that our corn will not hold out even at the 75 lb. more than one year in five.

Having found that the shortages at Galveston were chargeable to shippers, except to the extent of the unwritten law of dockage, and the very shabby way of not getting all the grain out of the ears that they ought to, it occurs to me that the next and most prominent matter and trouble at this time is in the southeast shipments of oats. It took time to accustom shippers to taking Galveston and New Orleans weights and grades, but they see now that it is necessary to have system. We need some system of grading and weighing for this southeastern business. Here is a chance for the inventive genius of our dealers. We all know that there are some hard cases in the southeast. Most of us know that they are the worst lot on earth, except the Texas crowd. Both ends need watching.

I don't blame the man in the southeast for wanting inspection before paying drafts. Would not like to buy sight unseen myself from lots of us. What we want is protection for the honest dealer at both ends of the line. Can we arrange in some way for grading and weighing at the three river points, Memphis, Vicksburg and New Orleans?

Then let the Texas dealers establish grades, and sell only to good firms, and we will be all right. As it is now we have to sell principally by sample, and the experience of the firm that I represent is that the shipments hardly ever open up as good as sample, notwithstanding the fact that we have always made it a rule to ship better.

Then we need to have it understood what makes a car of the various commodities. In buying and selling we find the same trouble, size of cars fluctuates according to market after sale. One customer in the southeast rejected a car of oats on us right lately because we shipped 1000 bushels when he ordered a car. The inspection at the river, I think, is the way out of the difficulty. It will no doubt suit most of the roads handling this business to have loads transferred at these points. I would like to hear from the brethren on these subjects. I know the Grain Dealers Journal will be pleased to publish the views of each. J. A. Hughes, Mgr. Howe Grain & Merc. Co.

TAX SHOULD AT LEAST BE REDUCED.

Grain Dealers Journal: In regard to the burden put upon the grain dealer in the way of a 2-cent stamp being required on every scale ticket issued in settlement for grain, I would say there is no doubt it has been greater in the case of the grain dealer than with any other class of business. There are very few towns in this state where the grain dealer does not pay more revenue every day than all the rest of the business men put together.

We have always used simply a printed scale ticket at all our stations in settling with the farmers for their grain. These tickets are taken to the bank and cashed the same as checks, and each one has to have on it the 2-cent revenue stamp. In many cases we have to settle for each load of grain, but when we can throw several loads together we do so. I think on an average we use a 2-cent stamp for every third load of grain weighed. I think that we have stood our share of this burden and should be relieved of further taxation, or at least have it reduced to 1 cent on all grain tickets.

O. A. COOPER, Humboldt, Neb.

B. & O.'S NEW YEAR RESOLUTION.

Grain Dealers Journal: The recent decision of the B. & O. Railroad receivers to maintain published tariff rates, beginning January 1st, 1899, is the first step in the right direction ever taken towards a successful solution of the great question, which has so long agitated the railroad officials of this country, as well as Congress, how to prevent rate cutting and rate wars. Our honored Senator Cullom took the initiative step in framing and securing the passage of a law, which was so hedged about with conditions that it has never secured the hoped for results.

The Interstate Commission, composed of men of high judicial excellence, and of national distinction, was formed, and became an itinerant Circuit Court, sitting at various points throughout the United States for the convenience of their witnesses, to try the many cases of violations of the new law. It brought consternation to the freight men, as well as many of the shippers of Chicago, but it has never brought conviction. As the

years rolled by, the railroad companies seeing the futile attempts to enforce the law, became more daring. It did not require extraordinary discernment to see that the cleaning of the Augean stables was a "light job," compared to the task which our Interstate Commission had undertaken.

This body of honorable gentlemen has not found it necessary to exercise any espionage over Chicago freight officials, or shippers during the past two years. Is it because they have all become so law-observing? The practice of indulging in cut rates by a railroad corporation, viewed from a business standpoint, is one of the most asinine. Should any commercial corporation or business house adopt such means to secure patronage, disaster and ruin would inevitably follow.

To particularize on this subject is unnecessary. One illustration will suffice. Look at the freight situation in Chicago today. Owing to the demoralization in East-bound rates, the transfer yards of the Trunk Lines are blockaded with freight that their officials admit, is going east at rates that do not defray the actual cost of transportation. By this suicidal policy, I can see no legitimate benefit secured for any one.

The B. & O. receivers are worthy of all praise for this broad, independent action. It is one of the most heroic steps ever taken by a railroad corporation. It should arouse a wave of commendation that would spread over the entire country; it would overthrow a thousand acts of favoritism and of injustice, which are now prevalent; its effects would be corrective in all general workings of railroad business; it would have a steady and healthful effect upon the markets of the country, if not of the world. Its benefits would be so far-reaching that they could not be enumerated, should space permit. I am sure every fair and impartial mind will heartily endorse this action and give it public endorsement, thereby assuring these gentlemen that it is not a "hazardous departure." Let the railroads of the whole country co-operate in this action, and it would become one of the most potent factors in hastening general prosperity throughout the length and breadth of our land. John S. Carpenter, Chicago, Ill.

BOOKS RECEIVED.

DOW IN PORTO RICO WITH A KODAK, by Lieut. Gov. James D. Dewell, is the title of a new book just published. This book is the result of a recent business trip of Mr. Dewell to Porto Rico. It is profusely illustrated with sixty-five kodak pictures of the people, buildings and scenery, and gives one a very good idea of the country and its resources. A map of Porto Rico, lithographed in colors, accompanies the volume. This book is printed with good, legible type on highly calendered book paper and bound in a good, durable cloth cover. It is published by The Record Publishing Co., 42 Church St., New Haven, Conn., and will be sent postpaid by them on receipt of the price, which is 50 cents.

The fire loss on the elevator of E. S. Woodworth & Co., at Minneapolis, Minn., was adjusted at \$18,000; the insurance is \$12,000.

THE GRAIN DEALERS JOURNAL.

MEETING OF THE IOWA DEALERS.

In accordance with the announcement published in this Journal, the Grain Dealers' Union of Southwest Iowa and Northwest Missouri met at Creston, Iowa, Wednesday, Dec. 28th, about 35 being present.

AFTERNOON SESSION.

The afternoon session was called to order at 3 p. m., by President D. Hunter of Hamburg, who said: "I am sorry to see so small an attendance. It is to be regretted that with a membership of over 100 we have an attendance of less than 40. When we called this meeting, we thought it would be a peace jubilee meeting, but upon arriving here we find serious trouble at Cumberland. It is a trouble which if not remedied will involve this entire territory in trouble. One of the parties is present, but two others have failed to come. If they do not come in time for the evening session we must send a committee to fix up the trouble. We cannot afford to let it continue."

Secretary Stibbens read the minutes of the last meeting which were approved.

President Hunter called for a recital of troubles, but no member responded.

Secretary Stibbens read a paper on "What a Secretary of a Grain Dealers' Association Has to Contend With,"

D. Hunter: Some dealers are not paying enough for grain and making trouble. It would be better to buy on a reasonable margin, better for all regular dealers. At several points are dealers who formerly were members of this association, but are not now. These dealers are paying less for corn than is warranted by the market, thereby inviting scalpers and hurting the business of all regular dealers.

J. M. Bechtel, Div. Freight Agt. C. B. & Q. R. R.: We prefer to do business with elevator men. We will not refund car service charges. The man with a scoop and a blanket is not entitled to any favors.

G. A. Stibbens: Two years ago I was called to a station from which a car had been shipped 1,000 pounds short of the minimum load. I asked how long the shipper had been loading the grain and learned that he had the car between two and three weeks. Scalpers can get and hold cars this way no longer. If any member is troubled with scalper competition I would be pleased to hear from him. I can assure them I will take up the matter in earnest. Receiving houses who have had experience with them are averse to handling their business. If members do not report their troubles they cannot expect the association to remedy them.

Secretary Stibbens then read a few letters received from dealers.

The following is from a letter from W. C. Bayles of Mt. Pleasant: "I should be very glad to attend the Creston meeting and meet all my good friends. I shall be very glad to hear that you have started a thorough discussion regarding the advisability of bringing in seed wheat and that the discussion will bring fruitful results."

Letters from Theo. P. Baxter of Taylorville, Ill., and Forrester Bros., St. Louis, were also read.

The Cumberland trouble was explained by a letter received by Secretary Stibbens from J. H. Hulbert of Fon-tanelle.

J. M. Bechtel: The Cumberland matter is a serious trouble; it is important that we fix up the matter and prevent greater trouble. It might involve the Rock Island and the Burlington in trouble. The Rock Island has not been getting its share of the business. The country between the Rock Island and Burlington is said to be the best corn country in the state. Much of it has been hauled right by other stations to Cumberland, because of the high prices ruling at Cumberland.

W. Daugherty, Hawthorne: Is there any arrangement whereby we can fix the margin of profit over the entire territory? According to reports made here today some are not paying enough, and some are paying too much. I have a competitor at a point near me who is handling corn on half a cent a bushel margin. I have bid on corn several times at a cent a bushel margin and been unable to get the corn. A cent a bushel margin is entirely too small a margin, no dealer can make a living profit.

G. A. Stibbens: There is no reason why we should not have a two-cent margin of profit. We can not operate safely on a smaller margin. I believe good judgment will forbid us to attempt to operate on a smaller margin.

J. R. Graham, Hastings: As this is an experience meeting I will tell mine. I have a couple of cattle feeders to compete with. I told one feeder that he would get his corn cheaper by buying from me, but he insists upon over-bidding me in the open market. Consequently both are paying more for corn than we should. Like the old Yankee, I am out of fix, and suffering more from shortages at Burlington and St. Louis than from local competition. I watch my ears and have them well coopered. I weigh my grain carefully in hopper scales.

J. M. Bechtel asked for a statement regarding the condition of grain cars furnished by the Burlington and several stated that cars furnished were in better condition than for years past.

Mr. Bechtel said: Stencil weights cannot be relied upon in stormy weather. I am pleased to say that today there is not one complaint of shortage where we had 100 ten years ago.

The opinions expressed by different ones present was to the effect that it was useless to attempt to buck a feeder. The feeder needs the corn and will have it.

G. M. Gwynn, Essex: I went to St. Louis in the interests of six dealers who suffered shortages. I went about the elevators dressed as a roustabout for three days. I found that often grain from one car was run into the hopper while the preceding load was running out and hence it was not weighed at all. The bell was rung to turn grain in too soon. I had a shortage of over 10,000 pounds at Burlington. I kicked, but in vain; the elevator operators had investigated the matter and found their own weights to be correct. Two weeks later I had an overrun of 12,000 pounds, so did not sue for the shrinkage. I don't blame Mr. Harris for shortages at Burlington, but it must be due to carelessness of employees.

C. M. Boynton, Creston: The new scales put in at Burlington last summer are of 60,000 pounds capacity and can weigh a carload at a single draft. The weights should be correct.

President Hunter: There has been a

good deal of discussion regarding the revenue stamps attached to grain tickets. We would like to hear what you have been doing.

G. M. Gwynn, Essex: Our bank officials hold that receipts for money do not require a stamp.

G. H. Currier, Prescott: My scale tickets are paid at the bank and then once a week or frequently I give the bank my check for the full amount of the tickets.

F. M. Campbell, Randolph: I move that we petition the railroad companies to weigh our grain in transit. I believe we should have a clean bill of lading. The railroads give a clean bill of lading for everything else carried.

Adjourned to 7 o'clock p. m.

EVENING SESSION.

President Hunter called the meeting to order at 8:20 and reminded the members that they were tardy. The secretary has something to say to you.

Secretary Stibbens: I am glad to say to you that this association has not a local fight in the entire territory of the association. I was secretary of the old association which died. Pride in this union has forbidden me to desert the work of this office, otherwise I would have given up two years ago. Through the assistance of your worthy president we have carried on the work of the association. He has fixed up more fights than any other association officer in this country, and often he has given his time and taken long trips.

J. R. Giles, Lenox: At a station south of here dealers are paying all they can get for grain; it is making trouble for their neighbors, and is bound to spread. The dealers at Kent are paying more than they can afford. In justice to their own business and the dealers at adjoining stations, they should buy on a reasonable margin.

J. R. Graham, Hastings: St. Louis receivers ask us to bill grain "East St. Louis; stop at St. Louis for inspection." Our agent refuses to bill that way. Is that the experience of the shippers?

J. M. Bechtel: We route no East St. Louis business from certain territory via St. Louis. The grain does not go that way. It goes via the new Alton bridge.

G. A. Pierson, Orient: Our only trouble is we do not get enough grain. Otherwise we get along nicely. If all would be willing to live and let live, the trade would be much better off. I think we should require members to give a bond in support of agreements. If the trouble at Spaulding was adjusted we would get along much better.

J. R. Giles, Lenox: I think the suspension of members who refuse to live up to the rules of the association would bring them to time. If they cannot find a market for their grain they will come to their senses.

Ed. F. Rose, Coin: The association is handicapped by a lack of funds. If we could keep a man on the road we could accomplish much more for our members. I have fixed up a fight at a station adjoining Coin and did not call upon the association. Others can do the same.

G. A. Stibbens, Coburg: I have been told by brokers that they have less trouble with the grain dealers of Southwest Iowa than any other district. It is a record to be proud of.

D. N. Dunlap, Fontanelle: If the association can do anything to remove the disturbance I think it should be done. Every influence should be brought to bear upon these people. I have had to pay all grain is worth to hold my old customers. We are old enough to know better than to do business for nothing. The dealers at Cumberland are paying more for corn than they can afford. Grain is being hauled to them from distant points and right by other dealers who have good equipment.

E. Reichert, Cumberland: As an interested party I am anxious to have the Cumberland fight settled. It is embarrassing financially. It does not seem right that a man with an investment of \$8,000 should kneel to one with \$1,000. The newcomer who invests \$500 is hardly entitled to one-third of the business at that station. I would like to hear the opinion of some of the old grain men on what they would consider an equitable division of the business.

Secretary Stibbens: I move that we hold our annual meeting at Council Bluffs, Wednesday, March 22. Motion was carried.

President Hunter called for an expression of opinions as to what constitutes a fair margin of profit.

E. Reichert: We should have at least two cents margin on corn, as the price advances the margin should be increased.

W. Daugherty: I favor a minimum margin of 2 cents and prefer a margin of 2½ cents.

G. A. Pierson: I favor two cents margin.

J. Gault: I favor a margin of two cents when corn is 25 to 30 cents.

J. R. Graham: I have bought very little corn on less than 1¾ cents margin, yet I feel it is too small.

H. A. Vanschoioach: I favor a margin of two cents if we can get it. We have generally lost money by storing grain.

D. N. Dunlap: I think we should refuse to store grain. No dealer ever made money storing grain. I think if we could make an agreement to store free for 30 days or less if sold before the expiration of 30 days it would be to our advantage. Charge storage on all grain held a minute over 30 days and thereby encourage the farmers to sell. I once stored corn for a farmer when the market price was 40 cents. Three years later when corn had declined to 13 cents and the accumulated storage charges amounted to 16 cents, my clerk told him to come in and settle. The farmer told him: "Go to hell, I got my money for that corn when I put it in the elevator."

D. Hunter: I favor two cents margin and am opposed to storing grain for the farmer.

G. A. Stibbens: I move that the members of this union absolutely refuse to store grain for farmers.

J. R. Graham: I am not in favor of refusing absolutely to store, but I am in favor of doing everything in our power to discourage storing. I am in favor of charging a cent a bushel for 30 days. It is almost impossible to refuse always to store.

G. A. Pierson: It is difficult to refuse always to store grain. There are times when bad roads and other difficulties make it work a hardship upon the farmer.

D. N. Dunlap: I see no objection to giving two weeks' or a month's stor-

age, but dealers should refuse to store for a longer period. If they store free it will cause trouble and discord among the dealers.

A. H. Vanschoioach: I am opposed to storing and will do everything in my power to discourage it.

Mr. Stibbens withdrew his motion and Mr. Pierson moved that the members of the association do everything in their power to discourage the storing of grain by farmers. His motion was carried and the convention adjourned.

CONVENTION NOTES.

The union merits more liberal financial support.

The union is surely doing a good work for the trade.

The host celebrated the coming of the dealers most gloriously.

The machine had large wheels in its head, but it captured the nickels.

Diamond Dick wanted to join, but could not prove that he was regular.

Mr. Bechtel informed the dealers that 40,000 bushels of corn were wanted by Mt. Pleasant feeders.

The Tabor College Glee Club gave the dealers a serenade just previous to the opening of the evening session.

Chas. M. Boynton, the popular representative of J. F. Harris & Co., did not overlook the wants of the smokers.

Both parties engaged in overbidding at Kent expressed their regrets and promised to stop fighting for grain.

President Hunter went to Cumberland the day following the meeting and fixed up the fight among the dealers at that point.

H. F. Ketchum, representing E. F. Catlin & Co., St. Louis, and E. E. Hundley, representing Brinson-Judd & Co., were present.

The Creston Advertiser was represented by its editor, S. A. Brewster, the Grain Dealers Journal, Chicago, by Charles S. Clark.

The consensus of opinion was that the feeder should be permitted to buy the corn wanted at his own price, it being useless to attempt to compete.

The dinner menu cards at the Summit House were very appropriately decorated with a ticket, a game speculator, and a maiden dressed in a sheaf of wheat.

J. M. Bechtel, Division Freight and Passenger Agent of the C. B. & Q. R. R., attended the sessions and gave interest to the meeting by his explanations and participation in the discussions.

Among the dealers present were F. M. Campbell, Randolph; G. H. Currier, Prescott; W. Daugherty, Hawthorne; D. N. Dunlap, Fontanelle; J. Gault, Cromwell; J. R. Graham, Hastings; G. M. Gwynn, Essex; J. R. Giles, Lenox; D. Hunter, Hamburg; J. R. Harris, Northboro; J. H. Hulbert, Fontanelle; W. H. Harbor, Henderson; M. Hennessy, Orient; W. F. Johnston, Fontanelle; F. L. Johnston, Greenfield; J. A. Kile, Shenandoah; T. R. Loman, New Market; G. A. Pierson, Orient; Ed. F. Rose, Coin; W. H. Rowe, New Market; W. E. Riggs, Kent; E. Reichert, Cumberland; G. A. & Walter Stibbens, Red Oak; J. B. Samuels, Riverton; I. W. Shambaugh, Clarinda; J. W. Sexton, Bridgewater; F. J. Taylor, Kent; H. A. Vanschoioach, Elkhorn; Jerry Wilson, Conway.

Henry N. Rivers, agent at Avoca, Minn., for the Peavy Elevator Co., has resigned.

THE SUPPLY TRADE

Lovers of flowers should have a copy of the chrysanthemum calendar issued by the Union Iron Works, of Decatur, Ill.

The F. A. Bennett Co., of Norfolk, Va., has sent us two very pretty calendars, both of them containing the pictures of young women.

George Ehret's Brewing Co., of New York City, has sent us a calendar containing a very good reproduction of its Hell Gate Brewery.

The Crete Mills, of Crete, Neb., has sent us a calendar advertising its famous Victor flour. On this calendar is printed the picture of a very pretty little girl in a bright red dress.

One of the most artistic calendars we have received this year has been sent us by Reynolds & Co., of Toledo, O. This calendar is printed on six sheets of cardboard, each sheet containing a bright colored lithograph of the head of a young lady.

Among recent foreign orders filled by the E. H. Pease Mfg. Co., of Racine, Wis., is one for twenty grain cleaners, to go to New Zealand. They report a larger trade in elevator supplies during the last three months of 1898 than ever before during the same months.

Edward G. Heeman, who is in charge of the receiving department of Ware & Leland, has been sending out over all the country a very unique poster. A reproduction of the reading matter it contains will be found in Ware & Leland's ad on page 1. The poster is in the form of a sticker, the back of it being gummed. Every letter that is sent out by this firm contains a number of these posters.

We have received as a Christmas greeting a box of assorted pencils from the Joseph Dixon Crucible Co. We feel confident, by the use of these pencils, that we will be able to write clearer articles and present stronger arguments to the country elevator men, why they should use a good graphite paint in painting their elevators, and point out to them the folly of using any of the cheap paints which flood the market.

Every elevator man should have at hand the means to dry and care for damp or immature grain. The Hess Warming & Ventilating Co., of Chicago, claim the Hess pneumatic grain drier furnishes the means. Its simplicity and the extremely low cost of operating (said to be below one dollar per thousand bushels) has commended itself to the Chicago elevator men and it has been adopted by such people as the Albert Dickinson Company, Armour & Co., Chicago Railway Terminal Elevator Company, and others. Being entirely of fire proof material it is accepted by insurance companies.

Weller Mfg. Co., Chicago, Ill.: "We beg to state that we have not received the last edition of your paper, and as we feel lost without it would ask that you kindly send us another copy."

E. A. Abbott, Secretary Regular Grain Dealers Association of Western Iowa, Charter Oak, Ia.: "Your Journal for August is very interesting. Your motto on title page is to the point, and many dealers are already giving preference by selling to those who manifest some regard for the regular dealers' interests."

GALVESTON'S GRAIN HANDLING FACILITIES.

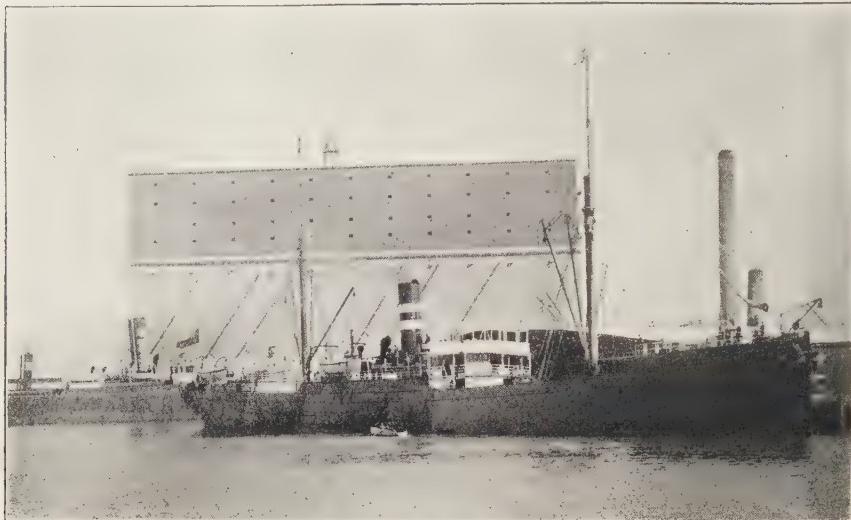
The members of the Texas Grain Dealers' Association, who through the courtesy of the A. T. & S. Fe and other railroads, visited the great port of the Southwest to inspect the cause of short-

but this would have helped the city very little had not the spirit of enterprise and push stepped forward and provided the elevators, docks and wharves necessary to take advantage of deep water. The far-seeing promoters of the Galveston Wharf Co. have never hesitated to invest in any improvement which would

exports in 1898 amounted to 5,401,919 bushels, 4,073,021 in 1897, and 6,222,280 in 1896. No oats were exported in 1896 and 1897, but 1,668 bushels were shipped out in 1897. The rye exports in 1898 amounted to 40,120 bushels, against 17,000 bushels in 1897 and none in 1896. The exports during November and December showed a marked increase over the same months of preceding years. During November, 1898, forty-two grain-laden boats left Galveston for European ports, taking 2,364,898 bushels of wheat and 689,837 bushels of corn, against 1,045,600 bushels of wheat and 165,335 bushels of corn during November, 1897. The number of steamers leaving Galveston during December loaded with grain was forty-six, and they carried away 1,948,819 bushels of wheat and 824,155 bushels of corn, against 1,230,400 bushels of wheat and 350,695 bushels of corn in December, 1897.

From the views of the harbor given herewith one can obtain a clear idea of how the harbor appeared on the day the members of the Texas Grain Dealers' Association were given a ride up and down the bay to inspect the harbor's facilities. Both views are taken from elevator "A," which stands on pier 14.

In the view of the harbor looking west from elevator "A," one sees, in addition to the many ocean steamers awaiting their cargoes, the Texas Star Grain Elevator on the left, and beyond that elevator "B" of the Galveston Wharf Co., which is the latest addition to the city's grain handling facilities. The other view of the harbor is looking east from elevator "A." It also shows a number of ocean steamers awaiting their cargoes, and the jetties and forts beyond. The dockage at present occupies thirty blocks, and it is expected that the Southern Pacific, which will soon enter



Elevator "A," Galveston, Tex. Fotograf by Morris, Galveston.

ages in grain shipments and the facilities for handling grain, were amazed by Galveston's extensive facilities for handling in and out freight, and the growth already attained by the city's trade. The completion of the jetties has resulted in water flowing in a direct course to the sea, with the result that much of the bar has been washed away and the channel scoured so as to admit the largest seagoing vessels.

The wharves and terminal facilities constructed by the Galveston Wharf Co. are complete in every detail and arranged to facilitate the handling of large quantities of freight economically. The harbor facilities exceed the present needs of the city, but if its trade continues to grow at the remarkable rate attained this year, further extensions will be necessary before the new century has entered its second decade. The docks are extensive enough to accommodate several hundred ocean steamers. The Island City is well equipped for outgoing freight, as it is the terminus of many steamship lines, among which are the Hamburg-American, the North German-Lloyd to Bremen, the Harrison line to Liverpool, the Manchester line to Manchester, and the Lone Star line to New York, Boston and Havana, Cuba. When the grain dealers were at Galveston fifty-seven steamers were loading for foreign ports. Last year the Wharf Co. rearranged the many miles of tracks along the docks and now it has an ideal system which facilitates the handling of the city's large freight traffic. Over 1,000 cars can easily be brought in, unloaded and removed in a day at a minimum expense. The railroads terminating at Galveston are the Gulf, Colorado and St. Fe, the International and Great Northern, the M. K. & T., the G. H. & H., the G. & W., the Gulf & Inter-State, and it is expected that the Southern Pacific railroad will soon enter Galveston to connect with its Morgan Line of steamers.

The rapid growth of the city's trade is due primarily to the deep channel,

foster the city's trade or facilitate the movement of freight. The cost of the two large grain elevators erected by it represents but a minute part of the money expended.

The handling capacity of the elevators is in excess of the present needs of the city's grain trade, but additions will be needed long before the Texas farmers



Galveston Harbor, West from Elevator "A." Fotograf by Morris, Galveston.

have fully tested the grain growing possibilities of the State. The wheat exports of 1898 exceeded the exports of the two preceding years, the amount being 11,188,777 bushels, against 7,345,636 in 1897, and 3,438,969 in 1896. The corn

Galveston, will improve ten blocks of wharf frontage.

Elevator "A," which was the first elevator constructed by the Wharf Co., has a storage capacity of 1,000,000 bushels and can readily receive 200 cars of

grain in ten hours. It is designed especially for the rapid handling of large quantities of grain. Without question it is one of the best elevators designed for this purpose. It has a slip on either side of it, so that grain can be spouted into four vessels at the same time. The wide dock between the slip and the ele-

The elevator contains 70 large bins, having a capacity of 7,500 bushels each, and 65 small flat bottom bins of about 2,000 bushels each. It is designed especially to provide bin storage for grains of different grades and to preserve the identity of grains of different owners. It is well equipped for cleaning grain

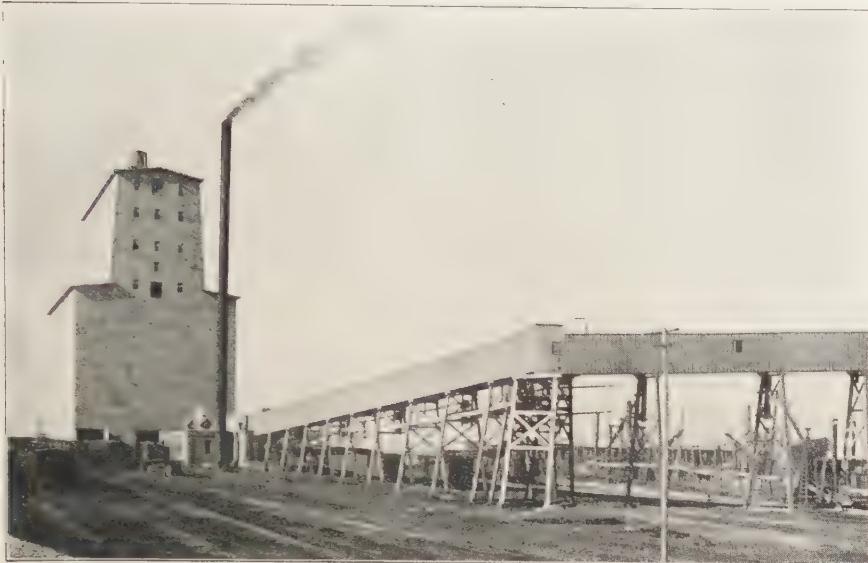
time. This elevator, like elevator "A," is a public elevator, although it handles some grain for the Texas Star Flour Mills, who operate it.

Mr. Reymershoffer complains that Galveston is without enough buyers of cash grain to make it an attractive market for shippers. He is confident that if the city had more exporters and dealers, its grain trade would grow far more rapidly than at present. The Texas Star Flour Mills is virtually the only buyer for export which has headquarters in that city. No doubt if the railroads would give more encouragement for such buyers to locate at Galveston it would become the home of more exporters.

Elevator "B," which is built some distance back from the water's edge, is opposite pier 28. It was constructed by the Galveston Wharf Co., and is now leased to Chas. F. Orthwein & Sons, grain exporters and receivers, who have offices in St. Louis, Kansas City and New Orleans, as well as Galveston. H. B. Bilbro is superintendent of the elevator and looks after the interests of Orthwein & Sons at Galveston.

Elevator "B," which has a storage capacity of 750,000 bushels, contains seven hopper scales of 72,000 pounds capacity. Above each hopper is a receiving garner of like capacity. Two weighers are employed at this elevator, and, like the sworn weighers in the other elevators, are under the direct supervision of the respective elevator's superintendent. The receiving capacity of elevator "B" is 100 cars a day. Its long conveyor gallery contains two belts, so that two ocean steamers can be loaded at the same time. Each belt has a carrying capacity of 20,000 bushels per hour.

The grain inspection department, at



Elevator "B," Galveston, Tex. Fotograf by Morris, Galveston.

vator is designed to store baled cotton and to facilitate its loading onto ocean steamers.

The elevator contains fourteen 1,000 bushel Fairbanks hopper scales of late design, so its weights ought surely to be reliable. Above each scale hopper is a garner of 62,000 pounds capacity. Shifting spouts are provided and three weighmen are employed. Its fourteen legs have large elevating capacity, and all are used for loading ocean steamers. Running out from each side of the elevator, as is shown by the engraving, are seven loading spouts, so that 50,000 bushels of grain can readily be loaded into a steamer every hour. At the beginning some trouble was experienced in keeping the spouts in condition to carry the grain. The spouts are 100 feet long and formerly were made of iron and round. The grain so quickly wore holes in the iron spouts that it was found necessary to keep turning them. They required constant watching lest they let part of the grain out at intermediate points. The rapid wearing out of the spouts not only proved expensive, but interfered with the loading of grain. Finally a spout was designed by Edward Webster, assistant grain inspector, which has been in use two years, and given entire satisfaction. The spouts are square and have a glass lining one-fourth inch thick. This permits the grain to flow rapidly, and, as the lining does not wear out, no grain is lost.

The next elevator down the wharf is the Texas Star Grain Elevator, owned and operated by the Texas Star Flour Mills, a corporation formerly known as J. Reymershoffers Sons'. This elevator was overhauled and enlarged last year by the McDonald Engineering Co., and now has a storage capacity of 650,000 bushels. It has a large conveyor gallery which extends out to and along pier 20. The conveyor belt has a carrying capacity of 15,000 bushels an hour.

and contains the only drier in the port. The conveyor gallery, which stands along the outer edge of pier 20, has a loading spout at each end, so that it is possible to load a vessel very quickly. The gallery also has a movable loading spout, which can be moved from one



Galveston Harbor, East from Elevator "A." Fotograf by Morris, Galveston.

end of the gallery to the other and grain spouted direct to any hold of the vessel. It is expected to extend the conveyor gallery several hundred feet along the edge of pier 20, so as to permit the loading of two or more vessels at the same

the head of which is C. McD. Robinson, uses special precaution to prevent the stealing of grain from cars while standing in the yards, as well as to grade all grain correctly. Edward Webster and Thomas Webster ably assist Mr. Robin-

son in this work. The printed rules governing the grading of grain compare very favorably with the rules of other markets. The grading of the inspectors is fair and evidently satisfactory to shippers.

SHUCKS.

SUCCESS—Early to bed, early to rise, work all day and advertise.

Josh Meddlers—"Your gran'pa lived to a green old age, didn't he?"

Abner Appledry—"Yes; he bought gold bricks, lightning rods and speculated in wheat to the last."

INQUISITIVE Tourist—"And how do you find the crops this year, Murphy?"

Murphy—"How do I find the crops, is it? Sure, your honor, 'tis by digging for 'em, any way?"—Punch.

MRS. WEEKS—"What business is your husband engaged in?"

Mrs. Meeks—"He operates in stocks."

SUITS AND DECISIONS

Suit to recover on a promissory note has been brought against the Winona & Dakota Grain Co., of Winona, Minn., by Helen Porter. The company denies executing the note.

A truck gardener, who cultivates a piece of ground near the Crescent Elevator at Kansas City, has brought suit against the company for \$1,000 damages, alleging that the dust and chaff from the elevator settles upon his produce, ruining the crop. This, he claims, has happened each year since 1894, and caused him a loss of \$200 per year.

Suit to recover on seed wheat has been brought in the district court at Duluth, Minn., against the Northern Pacific Railway Company, which holds the grain as warehouseman, by the Chicago & Great Western Elevator Company. Last April the seed was sold to a wheat

for seed grain loans are unconstitutional, because they appropriate public money for a private purpose. But the court also declares that the people who have borrowed money for the purchase of seed grain under these acts cannot escape payment on account of this fact, because, having taken advantage of the acts and derived the benefits from them they are now estopped from pleading their unconstitutionality as a defense. The test case was made in a dispute over 142 bushels of wheat held by August Peterson in Marshall county.

A case to test the law requiring railroads to accept freight was begun recently at Spokane, Wash. John Service, agent for the Oregon Railway & Navigation Co., at Fairfield, was arraigned before Justice Saunders on a charge of refusing to accept a carload of wheat for transportation to Tacoma in violation of the act passed by the state legislature at its last session for the regulation of common carriers. John H. Van Wart, agent of Reed & Co., of Tacoma, swore to the complaint, which charges that on August 26, 1898, he tendered Service a carload of wheat for transportation to Tacoma and offered the money in payment of the freight at the same time. Both were refused, thereby rendering Service liable to the fine of \$1,000 provided for in the statutes.

Another opinion sustaining the long and short haul clause has been announced by the Interstate Commerce Commission, in the case of Phillips, Bailey & Co. against the Louisville & Nashville R. R. Co. and others. The case relates to the transportation of sugar and molasses from New Orleans to Nashville and Louisville. The complaint alleged that higher rates for the shorter distance to Nashville than for the longer distance to Louisville were unlawful. The carriers contended that the circumstances and conditions were made dissimilar by water competition at Louisville. It appeared, however, that there was also water competition at Nashville, but that it was not so strong at Nashville as at Louisville. The commission held, citing decisions of the United States supreme court, that the mere fact of competition, no matter what its character or extent, does not necessarily relieve carriers from the restraints of the third and fourth sections of the act; that the burden is upon the carrier in all cases where a departure from the rule of the law is proved to show clearly that such departure is justified, and that whether the circumstances and conditions of carriage have been substantially similar or otherwise are questions of fact depending on the matters proved in each case. The decision is that while it may be in this case that as high rates on sugar and molasses for the shorter haul from New Orleans to Nashville than for the longer hauls to Louisville are justified, the evidence does not show such a substantial dissimilarity of circumstances and conditions as will authorize higher rates on such transportation to Nashville than are charged to Louisville. An order forbidding exaction of the higher rates to Nashville was directed to issue.

Star Grain Elevator, Galveston, Tex. Fotograf by Morris, Galveston.

Mrs. Weeks—"Is he a 'bull' or a 'bear'?"

Mrs. Meeks—"Both. He's a bull at the stock exchange and a bear at home."

"I WISH," said Mr. Corntassel, "that they'd call this Anglo-American scheme su'thin' besides an alliance."

"What's the matter with that word?" asked his wife.

"I haven't confidence in it. I like this proposition, an' I want to see it go through. The only thing by that name I know anything about is the Farmers' Alliance."—Washington Star.

RECENTLY, while several cyclists were enjoying a rest by the wayside in a certain part of Scotland, a rustic came up to them and said:

"I've coupit ma cairt. Div ye think that ye could come and gie me a hand up wi' it?"

"Oh, yes," was the reply, "after we get a rest. Where is your cart, and what was on it?"

"It was a cairt of hay," replied the countryman, "an' it's lying doon the road there."

He stood staring and scratching his head for a while, and then added:

"I wud liket for ye tae come the noo, for the hangit thing is ma faither's beneath it!"

grower at New Rockford, N. D., who attempted to ship the product to the Van Dusen-Harrington Co., at Duluth, to avoid the lien of \$265 held by the elevator company.

The Supreme Court of Rhode Island, in the case of Oakdale Mfg. Co. vs. Garst (28 Atl. Rep. 975), holds that combinations in trade, even though they may diminish the number of competitors, are not therefore illegal. While monopolies are prone to be oppressive and hence hostile to the public, yet combinations for mutual advantage, which do not amount to a monopoly, but leave field open, are neither within the reason nor the operation of the rule.

A state statute making a carrier liable for the safe transportation of property to the point of destination when it accepts goods for transportation over another line without a written contract, restricting the liability, and which imposes, in case of such contract, the burden of proving that the loss did not occur while the thing was in his charge, is held, in Richmond & A. R. Company vs. Patterson Tobacco Company (Va.), 41 L. R. A. 511, not to be an unconstitutional regulation of interstate commerce.

The Minnesota Supreme Court, by Judge Cantly, has decided that the act of the legislature appropriating state funds

P. T. Andrews & Co., Ft. Worth, Tex., write: "Have received copy of Grain Dealers Journal and read it closely, there is a great deal of good information to be derived from same, for those engaged in the grain business."

SCALE TICKET USED WITHOUT INTERNAL REVENUE STAMP.

In response to a number of requests from dealers who are groaning under the burden of internal revenue taxes we publish again the form of ticket used by an Iowa firm without attaching revenue stamps thereto. The firm gives a sum of money to one or more local merchants and takes a receipt from each merchant, in which he agrees "not to lend or use in any manner except for the purpose of paying for grain and other produce for said firm."

| | | |
|--|-------------------------------|----------------|
| No. _____ | Station, _____ | 1898. |
| Bought of _____ | Grower, _____ | |
| Net Bu. _____ | Grade _____ | Grain _____ |
| At _____ | per Bu. \$ _____ | |
| Per _____ | Agent. _____ | |
| \$ _____ | Received of PENCER GRAIN CO., | Dollars, _____ |
| In payment of above Grain upon the express representation by the undersigned that the above mentioned Grain is not subject to any landlord's lien or chattel mortgage. | | |
| Grower. _____ | | |

The form of ticket used is not an order for money, and the receipt at bottom of ticket which is signed by the farmer selling the grain, shows the money to have been paid by the firm issuing the ticket. The transaction is begun and closed by the buyer and seller in each transaction. The local merchant who acts as cashier for the grain company appears only in the capacity of employer. A careful perusal of the details of the plan will disclose to many how they can avoid an onerous tax and prevent an unnecessary expenditure for revenue stamps.

THEY SAY.

Frank Thoms & Co., Minburn, Ia., write: "We have enjoyed reading each number of the Grain Dealers Journal. We are getting more for our money than we expected when we subscribed for it. We wish you success."

Warren T. McCroy, of McCroy & Morrison, Kentland, Ind.: "I am very well satisfied with the Grain Dealers Journal. It is bright, clean and newsy, and I predict for it splendid success. I hope that my predictions will be verified."

Steel Storage and Elevator Construction Co., Buffalo, N. Y.: "We duly received a copy of the Grain Dealers Journal, and same was read with much interest. Your paper is certainly a decided success and we trust it will continue in popularity, we wish to compliment you on the edition."

A. R. Mead, Linden, Ia.: "I think the Grain Dealers Journal will be very helpful to all grain men. It affords a place where they can get together when they feel like expressing their opinions through its columns. We can then get at the best thought of the best grain men."

TRANSPORTATION

Wheat clearances from New York December 28 broke all records, being 808,656 bushels for the day.

An extension of the Duluth, Mississippi River & Northern north 10 miles from Hobson Lake is proposed.

The Chicago & Northwestern Railway has completed the survey for 100 miles of road from Sanborn, Minn., to Burt, Ia.

The Dallas, Fort Worth & Gulf will

ing to the upper lakes, there to earn winter storage charges.

The Canadian Pacific Railway has reduced the rate on wheat for export all rail from Fort William to West St. John, Boston and New York from 28 to 25 cents per hundred pounds.

George Bridenbacher, of Cambridge City Ind., suffered heavy loss on account of the failure of the railroad company to move the cars of shelled corn which he had consigned to Baltimore.

The continuance of the grain blockade at Baltimore is said to be largely due to the refusal of consignees to receive cars. Consequently the Pennsylvania has asked western lines to hold what they have.

Lake rates on corn, Chicago to Buffalo, have advanced to two and one-half cents for winter storage and spring delivery. The capacity of the winter fleet at Chicago and Milwaukee is small compared with other seasons.

The new Muscatine North & South will be opened for traffic January 20. From a connection with the Iowa Central at Elrick Junction the road extends 29 miles to Muscatine, Iowa. W. R. Stewart, Jr., of Muscatine, is general manager.

Ocean rates out of New York for January loading of grain are 4½d to Liverpool, 5d to London, 5½d to Glasgow, 5¾d to Leith and Hull, 5¼d to Antwerp, 75pf to Bremen, 72½pf to Hamburg, 10½c to Amsterdam and 4s 4½d to Marseilles.

Baltimore & Ohio rates from Chicago to New York are 17½ cents per 100 on corn and 18 cents on other grain. From East St Louis to New York rates are 20½ cents on corn and 21 cents on other grain. From Chicago and East St. Louis to Philadelphia rates are 2 cents less than to New York, and to Baltimore 3 cents less than to New York.

East-bound railroads are still far behind on their contracts, and the ordinary shipper finds it impossible to get rolling stock for new business. The railroads are so slow to furnish needed cars that the ordinary cash broker is being kept out of the shipping business. Some of the large concerns, however, are making sales, taking their chance of getting cars when required.

Detroit business men allege their city is discriminated against in grain rates to New York. They say Chicago quotations on wheat to New York are 10 to 12 cents per hundred pounds. Detroit, 300 miles nearer the seaboard, has to pay 15½ cents per hundred for the same grain to the same port. Toledo fifty miles farther west, gets the same rate east, and thus attracts trade tributary to Detroit. A committee has been appointed by the Chamber of Commerce to find a remedy.

Cincinnati grain men had a conference December 16, with President Knott of the Louisville & Nashville Railroad, to learn why that city is not getting its fair share of the southeast business. It leaked out that much grain is going into Cincinnati territory through Evansville, which is favored with a rate from East St. Louis of only one cent a hundred, while from St. Louis to Cincinnati it is four cents. Cincinnati's case was ably presented by H. Lee Early and C. S. Maguire.

Farmers in the vicinity of Hallock, Minn., contemplate building an elevator.

Survey has begun on a branch of the Fort Worth & Denver City Railroad 150 miles long, from Quanah, Tex., northeast via Fort Sill to Oklahoma City.

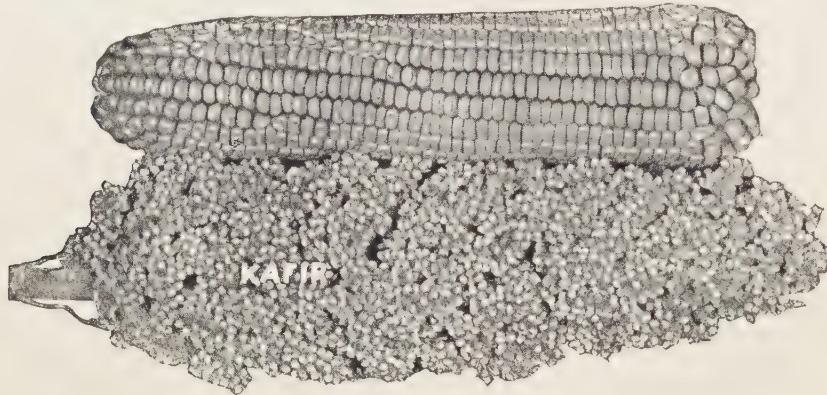
The New York Wharf & Warehouse Company has been incorporated to obtain control of piers and wharves in the canal basin on the East River.

The agreement to restore rates January 1, between southwest Missouri River points and Chicago and Gulf ports, it is said, has already gone to pieces.

The shortage of cars at Buffalo has so delayed the unloading of boats that many have been prevented from return-

KAFIR CORN IN KANSAS.

Indian corn, so long king of the West, is finding a rival in the so-called Kafir corn. Especially is this true in Kansas, where the occasional hot and dry season tests severely the drouth-resisting powers of maize. In all dry years the palm of superiority has been awarded to Kafir. Agriculturists who wish to have a sure crop in Western Kansas are placing their reliance on the latter. Statistics compiled by F. D. Coburn, secretary of the State Board of Agriculture show that the crops of Kafir corn and other sorghums for the four years, including



Kafir Corn in Kansas.

1898, aggregated 10,050,000 tons, valued at \$29,000,000; while those of Indian corn aggregated 700,500,000 bushels valued at \$136,000,000. The difference in the manner of growth of an ear of corn and of Kafir is well shown in the engraving given herewith.

The 1898 crops in Kansas are reported as follows: Wheat, 60,790,661 bushels; corn, 126,999,132 bushels; oats, 21,702,-537 bushels; rye, 2,153,000 bushels; barley, 2,771,514 bushels; buckwheat, 7,217 bushels; flax, 1,598,539 bushels; broomcorn, 13,411,600 pounds; and hay, 2,096,-075 tons.

THEY WRITE.

C. E. Fraser, Madison, Neb.: "Please discontinue my ad. and send bill, I have had plenty of replies to it."

Ira Conger, of Galoa, Ia., "I have read each number of the Grain Dealers Journal and am much pleased with its contents."

J. H. Motz & Co., Brice, O.: "We like the Grain Dealers Journal very much—think it is just the thing for the grain men."

B. W. Ballou, Table Rock, Neb., "The Grain Dealers Journal is filling a long felt want, and I sincerely hope it will prove a success in every way."

E. R. Ulrich & Son, Springfield, Ill.: "We think your paper a very valuable addition to the trade, and are satisfied it will meet with the success it deserves."

The Spencerian Specialty Co., Chicago, Ill.: The results obtained from our ad. in your journal indicate that its readers are quick to recognize a good article.

Robert A. Dykins & Co., Cincinnati, O.: "We are very much pleased with the number of the Grain Dealers Journal for September, recently received. We note this is No. 5. Please date our subscription back and send us the four previous numbers."

PATENTS GRANTED

Francis H. Richards, of Hartford, Conn., has been granted letters patent No. 616,688 on a conveyor.

Thomas Henderson, of Buffalo, N. Y., has been granted letters patent No. 617,-158 on a centrifugal drying machine.

Dow L. Adelsperger, of Springfield, O., has been granted letters patent No. 616,072 on a machine for making corn cellulose.

Joseph R. Jones, of Cornwall, Vt., has been granted letters patent No. 616,469

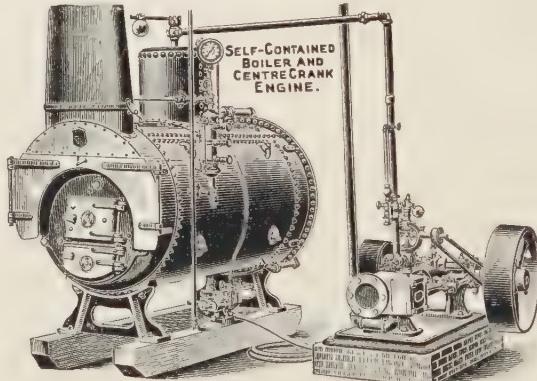
STEAM POWER PLANT FOR COUNTRY ELEVATORS.

The power problem is one which every country elevator man must give some consideration, although many of them shirk this responsibility whenever it is possible to do so. Those located in districts where coal can be obtained at a low price generally use a small steam plant. In the corn surplus states many of the elevator men use cobs for fuel, a few burn some clipper dust and screenings.

Several manufacturers of steam power plants have provided small plants designed especially for use where small power is needed, and at irregular intervals. One of these plants is the self-contained boiler and center crank engine built by The Murray Iron Works Co. It is said to be economical and well adapted to the needs of the country elevator man. In it are combined the advantages possessed by stationary and portable engines and boilers.

The boiler is mounted on heavy beams which will permit its being moved readily if so desired, so in case the elevator man desires to move his power plant to his cribs some distance away for shelling their contents for direct loading to cars, he would find this an advantage. The boiler is made with water back which is said to be a great improvement over the ordinary method of construction.

Steam is greatly to be preferred by those who carry on a coal business, for they would be in a position to get his fuel at a lower rate than other elevator men. Many improvements made in steam engines during recent years have so greatly increased their working capacity and their economy of steam, that



Steam Power Plant for Country Elevators.

No. 616,851 on a weighing machine, and assigned it to The Pratt & Whitney Co., of same place.

John Christiansen, of Hartford, Conn., has been granted letters patent No. 616,-853 on a weighing machine, and assigned same to The Pratt & Whitney Co., of Hartford.

Thomas L. Sturtevant, of Quincy, and Thomas J. Sturtevant, of Framingham, Mass., have been granted letters patent No. 616,160 on a millstone, assignors to the Sturtevant Mill Co., of Portland, Me., and Boston, Mass.

Henry Fairbanks and Frederick W. Taylor, of St. Johnsbury, Vt., have been granted letters patent No. 616,303 on a printing register for weighing scales, and assigned same to the E. & T. Fairbanks & Co., of same place.

most of the old plants in use in country elevators could be displaced by a modern plant with profit.

"PARDON me, sir," said the seedy-looking individual, "but would you kindly lend a dime to an unfortunate man who lost his last cent in wheat and—"

"Is it possible!" interrupted the portly citizen, as he passed over a silver dollar. "Would you mind telling me the particulars?"

"Sure not," replied the other as he pocketed the coin and turned to go. "It was like this. I slept in a car loaded with the stuff last night and the only cent I had dropped out of my garments while I slumbered."

DELIVERING PNEUMATICALLY CONVEYED GRAIN.

Grain which is delivered through pneumatic tubes flows in a rather fine stream, suspended in a current of air, which is necessarily at such a high pressure that the air and grain travel at a very high velocity. It would be impossible to deposit grain in any particular spot from a pipe, if allowed to discharge at its regular speed.

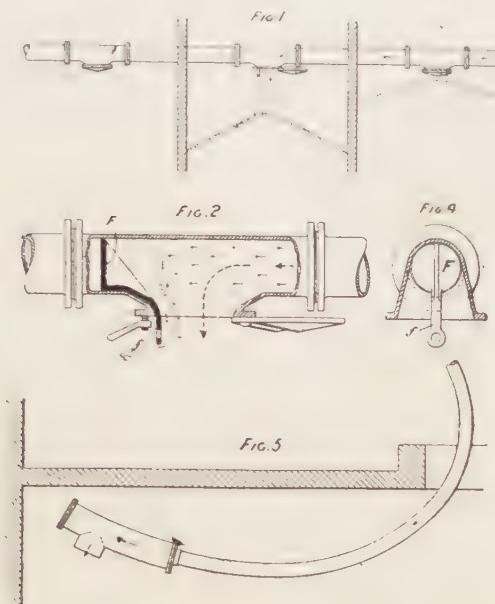
Frederic E. Duckham, of London, England, has invented a device whereby the velocity acquired by the grain is reduced and the direction in which the grain is propelled is suddenly changed just at the moment before it is discharged.

ONE CAUSE OF FIRES IN COUNTRY ELEVATORS.

By J. C. S.

Fires in elevators originate from causes which are the least expected. An operator may keep his elevator clean, have his engine room shut off from his elevator by a fire wall, and take extra precautions to prevent fires. Still some little spot has been overlooked from which a disastrous fire may arise.

A short time ago while in Beloit, Wis., I was being shown through one of the elevators at that place, and while in the engine room the manager of the elevator said that a short time



Delivering Pneumatically Conveyed Grain.

Fig. 1 shows a line of pneumatic piping extending above a row of grain bins. Over each bin is a discharge opening. Fig. 2 shows a terminal nozzle, which consists of a length of tube of larger dimensions than the conveying pipe, a baffle plate, F, which arrests the motion of the grain and changes its direction to a right angle when it is discharged. The velocity of the grain carries it against this plate and causes it to bank in and choke up the pipe just beyond the discharge opening, thereby constantly forming a renewed buffer against which the grain subsequently arriving may be projected without injury. Fig. 5 shows how this method of delivering pneumatically conveyed grain may be applied in loading vessels.

G. B. Davis, North Salem, Ind., "The copies I have received are just what the trade needs."

Chicago House Wrecking Co., Chicago, Ill.: "Please discontinue our ad. of second-hand gas and gasoline engines in the 'for sale' column of your paper. We are more than satisfied with the returns of your paper and would not cut off this ad. but we are at present very much rushed with orders and cannot attend to anything in the line of engines as described."

before the elevator had a narrow escape from being entirely destroyed by fire.

The elevator, which has a capacity of 30,000 bushels, is operated by steam power and the engine room is separated from the elevator proper by a brick fire wall. The chimney, which is situated in a corner next to the fire wall, is a large, substantial affair, and at the bottom is a hole to permit the removal of soot and ashes that accumulate. This hole is kept closed by a sheet iron door, which had become old and rust had eaten a number of holes through it. In the corner occupied by the chimney, close to this hole stood a tall wooden cupboard in which the engineer kept a coat, hat, etc.

The soot in the chimney caught fire and some of the sparks falling to the bottom of the chimney set fire to the soot which was lodged there. The sheet iron door became heated, some of the sparks worked out and set fire to the cupboard. The fire soon worked up to the rafters and when discovered the entire engine room was on fire. The smoke filled the elevator so full it was impossible to tell whether it was on fire or not. All that saved the elevator from being consumed was the brick fire wall and the efficient work of the fire department. It was a narrow es-

cape and goes to show that elevator owners can not be too careful as to the arrangement and care of the boiler and engine room.

Geo. H. Moore, Decatur, Ill., "I like your newsy little paper."

Selye & Early, Waco, Texas: "We find much valuable information contained in the Grain Dealers Journal, and look forward with pleasure to every issue."

The Grain Dealers Journal is a new paper published in Chicago. The first issue put in its appearance July 25. As the name implies it is published for the grain dealers of the country, that is, those regularly engaged in the grain business. The Journal claims that from the start it will be against the scoop shovel man, the illegitimate dealers, and those who have no regard for the rights of the dealers regularly engaged in the business. The paper is being published by a company, known as the Grain Dealers Company, made up of a number of prominent dealers from different parts of the country, who appear to have recognized the need of such a journal and propose to interest themselves enough in behalf of the trade to provide it. Charles S. Clark is the editor. Mr. Clark is well known to the trade as having engaged in editorial work in the grain and flour line during the past ten years. Under his management the Journal is bound to succeed. Mr. Clark, as secretary of the National Grain Dealers Association, has succeeded well in bringing members of the trade closer together. With the assistance of the paper this can, no doubt, be accomplished most successfully.—The Operative Miller, Chicago.

TEACHER: John, if a farmer raised 150 bushels of wheat in a dry year, what will he raise in a wet year?

John: An umbrella.

IT WAS the first time Nan had seen any one husking corn. "Do you have to undress every single ear?" she asked, soberly.—Current Literature.

OHIO.

When you sell or buy an elevator let us hear of it.

Toledo dealers in grain and clover seed found last year a profitable one.

Willis Slauson writes that the Slauson Grain Co., of Piqua, O., is out of the business.

Henry J. Good, the well known grain dealer of Cincinnati, is to be appointed Regimental Quartermaster of the First Ohio National Guard.

Army forage in Cuba and Porto Rico will be supplied by Early & Daniel, of Cincinnati, O., who have been awarded the contract to supply all the oats, hay and straw that will be used for the six months from January 1.

The semi-annual meeting and election of the Grain, Hay & Feed Receivers' Association of Cincinnati, was held January 3, and the following directors elected: James A. Loudon, J. H. Hermesch, J. W. Van Leunen, C. L. Garner and F. F. Collins.

Toledo receipts for the week ending January 7 were 133,409 bushels of wheat, 378,407 of corn, 25,630 of oats, 7,810 of rye and 2,450 bags of clover seed. Shipments were 30,100 bushels of wheat,

THE GRAIN DEALERS JOURNAL.

278,000 bushels of corn, 14,000 bushels of oats, 3,600 bushels of rye and 1,657 bags of clover seed.

E. A. Grubbs has sold his interest in the Greenville Grain Co., and established a new firm known as the E. A. Grubbs Grain Co., at Greenville, O. Mr. Grubbs is well and favorably known to the trade of Ohio and Indiana and will soon enjoy the large business he is capable of conducting.

Grain receipts and shipments at Cincinnati during 1898 were as follows: Receipts, wheat, 2,591,000 bushels; corn, 15,028,000 bushels; oats, 6,212,000 bushels; rye, 370,000 bushels; barley, 1,116,000 bushels; grass seed, 165,000 bags. Shipments were, wheat, 2,223,000 bushels; corn, 12,343,588 bushels; oats, 4,280,000 bushels; rye, 115,000 bushels; barley, 35,551 bushels, and grass seed, 107,770 bushels. Wheat, barley and grass seeds show an increase, and corn, oats and rye a decrease, as compared with the preceding year.

MISSOURI.

The Davis Grain Co., of Nevada, Mo., will rebuild the burned elevator.

The Crenshaw Grain Co. has been incorporated at Charleston, Mo., with \$3,000 capital stock, by Ella Crenshaw, Thomas L. Byrd and L. A. Crenshaw.

McColl & Sawyer have purchased the interest of C. P. Harris in the C. P. Harris Grain Co., of Westboro, Mo. Mr. Harris has taken charge of the Westboro elevator.

Kansas City, the leading winter wheat market of the United States, has received since the beginning of the crop year, July 1, about 21,000,000 bushels of wheat, an increase of 2,600,000 bushels over 1897.

The D. R. Francis & Bro. Grain Co., of St. Louis, Mo., has been re-incorporated to trade in stocks and bonds as well as grain. The capital stock has been increased from \$10,000 to \$250,000, and the incorporators are D. R. Francis, T. H. Francis, T. W. Boyd, W. P. Kennett and Perry Francis.

The McClure & Sage Grain Co. of Kahoka, Mo., has been shipping from three to seven cars of shelled corn per day, and part of the time has been compelled to run the elevator nights. In the last week of the year it handled 25,000 bushels of corn, and on Wednesday of that week purchased 15,000 bushels which one farmer had in store for three years.

At the annual meeting of the St. Louis Merchants Exchange W. P. Kennett was elected president; Oscar L. Whitelaw, vice-president; Daniel E. Smith, second vice-president; Christian Sharp, F. C. Orthwein, E. B. Eno, T. R. Ballard and G. L. Edwards, directors. H. F. Langenberg was delegated to the Washington convention to advocate deep water in Mobile harbor.

Not having earned the interest on its bonded debt, the Farmers Elevator Co., of St. Louis, Mo., is in financial difficulties. The directors are taking steps to have each stockholder carry his share of the expense. Some years ago the company paid dividends; but the demand for storage has been rather slow, and at present only 300,000 of its 1,500,000 bushels capacity is being utilized.

The Kansas City Board of Trade has elected the following officers: President, J. W. Moore; second vice president, E. W. Shields; directors, J. Bookwalter, B. F. Paxton, William Murphy, M. H. McNeill, A. D. Johnson, E. D.

Fisher; arbitration committee, Frank A. Talpey, P. F. Carey, A. Hertz, J. Sellon, W. H. Slater. The Board celebrated the new year with a minstrel show, the audience being limited principally to the members and their families.

Charles F. Orthwein, of Charles F. Orthwein & Co., prominent grain dealers of St. Louis, Mo., and members of the Merchants Exchange, died on the evening of December 28 of cancer of the liver. He was born in Germany 59 years ago, and when quite young came to St. Louis, where he soon amassed a fortune in the export trade. During and before the war he was connected with the firm of Haenschen & Orthwein, and after 1870 with Orthwein & Weisman. When the latter retired in 1879 he formed a partnership with his brother, W. D. Orthwein, which continued until 1893, when the commission firm of Charles F. Orthwein & Sons was organized. The funeral was attended by many members of the Merchants Exchange.

In his preliminary report to the Missouri Board of Railroad and Warehouse Commissioners, Chief Grain Inspector J. C. A. Hiller says that "While wheat inspections increased over 1,000 at Kansas City, the number of corn inspections was about 4,000 less than in 1897. At St. Louis the greatest decrease was in wheat arriving in cars; about 3,300 cars less. Corn inspections decreased about 1,000, and oats inspections about 900 cars. The number of sacks inspected was over 140,000 greater than last year. The quantity and quality of the wheat crop in this State was very unsatisfactory. The St. Louis market suffered more than any other in Missouri from this fact, because it is essentially a soft winter wheat market, and this variety is nearly, if not entirely the only one grown in this State. Kansas City is more of a hard winter wheat market, and this variety was much better in quality and quantity in the territory contiguous to that place. The quality and quantity of the oats crop were considerably below the average, and the arrivals so far of the new corn crop do not show up as well in quality as last year. These deficiencies in quality have made the work of the inspectors more difficult than last year, as it requires greater experience and more diligence to grade grain properly and to give general satisfaction. In spite of these difficulties the department has been able to fully maintain its standard of efficiency and to satisfy all reasonable demands of grain shippers and dealers. Especially has this been the case at St. Louis, where a system of inspection has been established that will compare favorably with any other inspection board anywhere in the world. In commenting on crop conditions, I stated that St. Louis is essentially a soft winter wheat market, and Kansas City a hard winter wheat market. This is not the only difference, however. The points on the seaboard or the inland markets to which grain is mostly shipped from Kansas City are not the same places to which the bulk of St. Louis grain is shipped, and the rules and standards adopted for grading at these destination points differ considerably from each other. St. Louis, in its export business, must adapt itself to the rules and standards governing at the point of destination. Kansas City, on the other hand, for the bulk of its grain, must adapt itself to different rules and standards prevailing at other points."

NEW YORK.

Send us grain trade news items.

The large granaries of Balden & Co., and Ferrin Bros., at Genesee, N. Y., were burned recently. Loss, \$85,000.

George Q. Moon, grain dealer and miller of Binghamton, N. Y., dropped dead December 27. He was 70 years old.

By the addition of 24 presses Spencer Kellogg of Buffalo, N. Y., will increase the capacity of his linseed oil mill to about 3,000,000 bushels annually.

Seventeen cars loaded with wheat and corn jumped the track at Phelps, N. Y., December 22, and were completely demolished. The grain was owned by Mr. Stark of Sayre.

On his retirement from the office of chief grain inspector at Buffalo, Conway W. Ball, who has filled the position with success and rare ability since 1883, was made the recipient of a splendid box of table silver, the gift of the Merchants' Exchange. A. R. James made the presentation speech. Mr. Ball was much surprised and thanked the members for their present. His successor, it is said, will be John D. Shanahan.

PENNSYLVANIA.

A grain elevator of 30,000 bushels capacity will be built at Macungie, Pa., by D. D. & N. D. Fritch, millers.

Brokers on the Philadelphia Bourse played snowball with flour samples on the last day of the old year. Dividing into two factions of 150 strong, they pelted one another to their hearts' content.

Exports of corn from Philadelphia in 1898 show an increase of 2,000,000 bushels over 1897, being 28,482,000 bushels. Exports of oats were 5,786,000 bushels; rye, 1,121,000 bushels, in 1898, against 2,000,000 bushels oats and 220,000 bushels rye in the preceding year.

MICHIGAN.

Try the Grain Dealers Journal; it costs but \$1 per year.

Joseph Waltz is now managing the grain elevator at Waltz, Mich.

John Crapsler has put a new engine in his elevator at Grand Blanc, Mich.

James M. Jameson, at one time a prominent grain dealer of Albion, Mich., died December 24, at his home in Detroit.

Evarts & Co., grain commission brokers of Detroit, Mich., have made an assignment to George H. Ward & Co. The firm was composed of Charles R. and Edwin Evarts and had branches in Canada.

The Detroit Chamber of Commerce will ask the railroads for a rate equal to 78 per cent of the Chicago rate, so as to compete with Toledo in the southwest territory. President Caughey has made public a letter from D. D. Watkins & Son, of Manchester, Mich., in which they say: "I am sorry to inform you that we loaded a 60,000-pound car of wheat some two weeks ago, and have found since that the rate was 7 cents to Detroit, as against 6 cents to Toledo. Hence, we shall be obliged to send it to the latter place. I would like much to deal with Detroit. Hoping that the business men of your city will so arrange transportation as to control business that is absolutely in your jurisdiction, I am etc. P. S.—The above rates are from Watkins station, 60 miles west of Detroit, on the Ypsilanti branch of

the Lake Shore & Michigan Southern railroad."

ILLINOIS.

A new elevator will be built at Kieran, Ill.

J. B. Carson is building an elevator at Perdue, Ill.

Harlow & Co. of the Chicago Board of Trade have been succeeded by Harlow & Congdon.

Richard Hall of Dowus, Ill., has purchased of Lyman Sturgeon the elevator at Gillum, Ill.

Chicago Board of Trade dues have been fixed at \$60, payable in two installments of \$30 each.

R. W. Crosby of Saybrook, Ill., has a farm near Saybrook which he wishes to trade for an elevator.

From August 1 to December 1 the Neola Elevator Co. of Chana, Ill., took in 99,339 bushels of grain.

W. S. Gilbreath, secretary, has been elected president and manager of the Illinois Seed Co., Chicago.

A. W. Allen, formerly of Allen, Grier & Zeller, grain dealers at Chicago, has formed a new firm, A. W. Allen & Co.

C. S. Hill & Son have rented the new elevator of Mr. Krause at Baileyville, Ill. William Krause will have charge.

Improvements will be made in the Great Eastern distillery at Peoria, Ill., increasing its capacity to 5,000 bushels daily.

Prospects are good for the construction of an elevator at Hazlehurst, Ill., where loading is now done by scoop-shovel.

W. K. Stitt, grain dealer at Viola, Ill., is regularly engaged in the business at that point, having obtained possession of the elevator.

Sydney Hodson, formerly a grain buyer at Williamsburg, Ill., died recently in the hospital at Kankakee, where he was taken last August.

Bokoff & Graham have built an elevator at Rock City, Ill., equipped with machinery supplied by the E. H. Pease Mfg. Co. of Racine, Wis.

George Helm of Longview, Ill., has equipped his 40,000-bushel elevator with machinery supplied by the E. H. Pease Mfg. Co. of Racine, Wis.

The Santa Fe elevator at Chicago is being equipped with a grain-drying plant which is being installed by The Hess Warming & Ventilating Co.

Franz Bros. Brewing Company has been incorporated at Freeport, Ill., with \$50,000 capital stock by Charles F. Franz, George Franz and John F. Franz.

John H. Doyle has built an elevator of 75,000 bushels capacity at Longview, Ill. The machinery was furnished by the E. H. Pease Mfg. Co. of Racine, Wis.

The Jonesboro Milling & Elevator Co. has been incorporated at Jonesboro, Ill., with \$20,000 capital stock. Incorporators are C. H. Clay, P. H. Eisenmayer and Joseph Mayr, Jr.

A grain-drying plant, with a capacity of from ten to twenty thousand bushels per hour, has been installed in the Minnesota elevator at Chicago by The Hess Warming & Ventilating Co.

A. D. Rockwell of Saybrook, Ill., will enter the grain business and contemplates forming a partnership and the building or buying of an elevator at some good grain point in Illinois.

Van and Henry Morgan, of Murdock, will open an office at Tuscola, Ill., and buy grain on track along the I. D. & W., Illinois Central and C. & E. I. Rail-

ways. They now have 60,000 bushels in crib at Murdock.

The Hess Warming & Ventilating Co. recently built a salt dryer on the same principle as their grain dryer for Joy Morton & Co. This dryer has a capacity of seventy tons a day and will dry salt at a cost of 5 cents per ton.

The Hess Warming & Ventilating Co. of Chicago some time ago put in an experimental grain-drying plant for the Chicago Railway Terminal Elevator Co., which proved so successful that a much larger plant has been installed.

A deal has just been closed whereby the entire plant of B. S. Harper & Son, together with the good will of their grain business at La Rose, Ill., has been transferred to the La Rose Grain Co., of which F. N. Rood is the enterprising local manager.

Having received the full insurance, \$2,000, J. L. Douglas of Bloomington, Ill., will at once rebuild his burned elevator. This does not cover the loss; but there will be some salvage on the grain, which was badly damaged only to a depth of six inches.

Alex. Rodgers, for ten years president and manager of the Illinois Seed Co., has resigned his position to engage in the grain business on his own account. Mr. Rodgers will make a specialty of grass and field seeds, with an office at 32 Traders' Building, Chicago.

Geo. H. Knaube, connected with the Chicago Grain Inspection Department, recently met with a very painful and serious accident. While attempting to board an Eastern Illinois train that was moving quite fast, he slipped and fell under the wheels and lost an arm.

Shipments of flour, grain and provisions from Chicago to the Atlantic, the last week of 1898, were 128,989 tons, being the best record ever made. For the same week of 1897 shipments were 105,937 tons. Flour shipments were 37,827 tons, against 17,474 tons; grain, 70,468 tons, against 69,099 tons; provisions, 20,694 tons, against 19,364 tons.

J. M. Davidson & Son have purchased the elevator at Colfax, Ill., and it will be operated by James Davidson, the junior member of the firm, who has had considerable experience with G. S. Scriven, the former owner. Mr. Scriven, who has been in the grain trade at Colfax for four years, will be out of business for some time, having made no arrangements for the future.

Walter Walker of Assumption, Ill., was in Decatur recently, making inquiries concerning the grain commission firm of Montgomery & Tobey, with whom Walker & Son, grain dealers, had placed some money. Later it was learned that Mr. Montgomery went to Chicago on December 28. He took a room at the Great Northern Hotel. The next morning he was found dead with a bullet wound in the temple and a pistol in his hand.

New Year's day's sport took a new form on the Chicago Board of Trade. Instead of the usual riotous grain and flour throwing, the members were entertained with a minstrel show. A stage was improvised in the south end of the room, and on it in a semicircle were ranged the members of the "Board of Trade Cycling Club Minstrels." The smart sayings were of local application and several times raised the laugh on well known traders. Joe Leiter and Phil Armour received flattering mention. Everybody was highly pleased

with the afternoon's entertainment, and it will no doubt be repeated next year.

Now that he is in jail, W. R. Hennig, the man who ran the biggest bucket shop in the world, has reformed. From his cell he is establishing a patent medicine business. Already bill boards are springing up everywhere advertising Hennig's Cough and Grip Remedy, Nerve Restorer, and Five Cent Headache Remedy.

The Peoria Board of Trade, on January 9, elected the following officers: President, Frank Baker; vice-presidents, H. M. Griggs, W. R. Buckley; secretary, R. C. Grier; treasurer, B. F. Blossom; directors, Samuel Woolner, Jr., C. C. Clarke, E. S. Easton, B. Warren, Jr., P. B. Miles, Peter Casey, A. G. Tyne, T. A. Grier, J. M. Quinn, D. Mowatt; committee of arbitration, two years, J. H. Francis, J. H. Bunn, D. D. Hall; committee of appeals, two years, John Thode, Robert Grant, C. H. Feltman.

At the annual meeting of the Chicago Board of Trade, January 9, the following officers were elected: President, Richard S. Lyon; first vice president, Henry O. Parker; second vice president, James Nicol; directors, Thomas M. Baxter, Elzear A. Beauvais, Thomas M. Hunter, William L. Gregson, Charles W. Buckley; committee of appeals, Charles L. Dougherty, Albert L. Somers, James B. Dutch, John J. Lindman, John L. Fyffe; committee of arbitration, James B. Carter, Frank A. Crittenden, Frank Marshall, Willard L. Cobb, C. Jay Northup.

An amendment covering brokers' commission was adopted, as follows: "For selling hay and straw in carloads containing ten tons or less, \$5 per carload, and on cars containing more than ten tons, 50 cents per ton." The new president was born in Cleveland in 1843 and came to Chicago in 1875. After a few years with the firm of Agard, Ross & Merrill, he joined the present firm of Merrill & Lyon in 1883. Mr. Lyon has been a director and first and second vice president. He is a known enemy of the public elevator men and bucket-shops.

SOUTHEAST.

S. J. D'Armond has sold his grain business at Chattanooga, Tenn.

The Speed Elevator Co. has been incorporated at Louisville, Ky., with \$20,000 capital stock, by J. B. and W. S. Speed and F. M. Sackett.

The official grades of the National Hay Association were unanimously adopted, at a meeting December 13, by the Grain and Hay Association of Norfolk, Va.

James W. Trippé has been appointed permanent receiver of the Dixie Grain & Flour Co., at Atlanta, Ga., on application of F. R. Logan. The stock and fixtures will be sold.

Farmers of North Georgia are going to plant more corn and wheat, the construction of the Atlanta Milling Co.'s mill assuring them of a market for 5,000 bushels of wheat and 3,000 bushels of corn daily.

Oscar Farmer & Co., grain dealers at Louisville, Ky., have been succeeded by Oscar Farmer & Sons, Amos Yeager retiring, and Oscar, Jr., and Edward C. Farmer being admitted. Mr. Yeager will probably go into business for himself.

The elevator of the Paducah Coal & Mining Company, at Paducah, Ky., was burned December 27. The building was managed and partly owned by Stephen F. Sherman, and cost \$25,000; insurance,

\$5,000. A grain firm of Chattanooga, Tenn., which has been negotiating for the use of this elevator in handling grain received by river, will now have to make other arrangements.

A new process for protecting wood from the ravages of the teredo is being used on the new piling under the elevator of the Florida Central & Peninsular Railroad at Fernandina, Fla. It is known as the Gallinossky process, from the name of its inventor, a Russian. When applied to a wet pile the substance forms a covering like glass. At San Francisco, Cal., the process has been used by the Spreckels Commercial Co. and the Santa Fe Railroad.

NEBRASKA.

Madison, Neb., has a new elevator, the third in the town. Its capacity is 20,000 bushels.

Philip Opp, of Burchard, Neb., will rebuild his burned elevator, the loss having been adjusted at \$3,100. The insurance was \$4,000.

The Omaha Elevator Co.'s 30,000-bushel house at Elkhorn, Neb., has been opened for business with W. L. Smith, formerly of Monroe, as manager.

A new elevator is planned at Douglas, Neb., there being more trade than the present house can handle, some loading having to be done with scoop shovels.

Fire at 9 p. m., December 31, destroyed the elevator at Elsie, Neb., operated by Lohse Bros., and owned by the Central Granaries Co., of Omaha. Two cars of grain were burned. Loss, \$2,500.

W. H. Butterfield & Son's elevator at Creighton, Neb., was burned at 10 a. m., January 2, together with 8,200 bushels of grain. Loss, \$4,500; insurance, \$3,500. An explosion of gasoline started the fire.

An addition 24x26 feet is being made to the elevator of Richey & Dickson, at Louisville, Neb., thus increasing its capacity to 12,000 bushels. To run the machinery and two dumps they have put in a new 6-horse gasoline engine.

KANSAS.

Otto Kuehne will build an elevator at North Topeka, Kan., to receive and store the grain and malt used in his business. The plans are not yet drawn.

J. Maltbie of Argonia, Kan., wants description and plans for an elevator and transfer house to handle ten to fifteen cars per day with up to date convenience.

The Kansas Grain Dealers hold their second annual meeting at Topeka, January 10, at the National Hotel. Among the papers are "Liability of Railroad Companies for Shortages," by A. F. Sherman of Topeka; "What the National Association Has Done for the Regular Grain Dealers," by C. S. Clark of Chicago; "Better Cars for Transportation of Grain," by H. L. Strong, Coffeyville; "Competition as it Now Exists in Southern Kansas," by B. F. Carey, Freeport; "Work of the Kansas Inspection Department," by W. W. Culver; "Some of the Trials and Pleasures of a Traveling Solicitor," by W. S. Washer, Atchison; "What Must We Do with the Scalper," by J. W. Thomas, Home City; "Uniform Grading of Grain," by E. D. Morgan, Coffeyville; "Duty to Our Association," by L. Cortelyou, Muscotah; "Organization," by H. Work, Ellsworth; and "Has Track Buyer Right to Sell for Account?" by M. R. Orthwein, Kansas City. A report of the proceedings will appear

in the next issue of the Grain Dealers Journal.

INDIANA.

Indiana readers will confer a favor by sending us trade news items.

The Brook Grain Co. is installing some new machinery in its elevator at Brook, Ind.

George Lewis, grain dealer at Markleville, Ind., is doing a heavy business, especially in corn.

Robert Sims has purchased the elevator and residence of J. T. Sims at Frankfort, Ind., and will operate the plant.

The Indiana & Michigan Dock & Transportation Co. has been formed to build elevators and docks at Michigan City, Ind.

W. J. Leiter of Rochester, Ind., has purchased an outfit of elevator machinery of the E. H. Pease Mfg. Co. of Racine, Wis.

IOWA.

Corn picking has been resumed in some districts of Iowa.

J. C. Thompson has taken charge of the new elevator at Jamaica, Ia.

Iowa's flax crop is estimated by the state statistician at 2,376,000 bushels.

Burt Boeltz of Monroe, Iowa, has bought the elevator of A. M. Whaley.

W. J. Burns, formerly engaged in the grain business at Alton, Ia., has left town.

W. J. Law of Greenfield, Ia., intends to embark in the grain business at a point not yet decided upon.

Pope & Johnson's elevator at Hampton, Ia., was burned to the ground January 7. Loss, \$10,000; insurance, \$7,000.

Good progress is being made on the construction of the Chicago, Fort Madison & Des Moines elevator at Batavia, Iowa.

The Northwestern Iowa Grain Co., of Wesley, Ia., has purchased an elevator outfit of the E. H. Pease Mfg. Co., Racine, Wis.

D. N. Dunlap of Fontanelle, Ia., has recently put a new 16 horse-power Fairbanks-Morse gasoline engine in his elevator at that place.

Three elevators are under construction at Titonka, Ia., a new railroad town. One is owned by the Wesley Elevator Co., of Wesley.

The Des Moines Elevator Co. has practically completed arrangements for the construction of a large elevator on the Keokuk tracks at Des Moines.

The Robert R. Palmer Grain & Fuel Co. has been incorporated at Creston, Ia., with \$10,000 capital stock, by R. R. Palmer, George W. Cook and E. M. Willis.

The Spencer Grain Co., which has 45 elevators on the Milwaukee system, asks Mason City, Iowa, to donate a site on which to erect an elevator of 350,000 bushels' capacity.

Webster City, Iowa, has two elevators, a warehouse and two scoop-shovel loaders. The elevators are operated by the Trans-Mississippi Grain Co., John Kelley manager, and the Webster City Elevator Co. The warehouse is operated by B. Fenton. Carson & Ely and Currie & McCullough are scoop-shovel loaders.

Iowa's crops for 1898 were valued at \$225,000,000—of which corn represents \$66,500,000, oats \$29,400,000, hay \$22,300,000, wheat \$11,700,000, barley \$4,200,000, rye \$1,300,000, flax \$1,900,000,

potatoes \$3,900,000, corn fodder \$8,200,000, pastureage \$30,000,000, fruits and vegetables \$6,200,000, seeds, sorghum, etc., about \$2,000,000.

George H. Thompson, grain dealer at Vinton, Ia., was caught in the shafting of his elevator December 28 and so badly injured that he died within an hour. His body was stripped of clothing, arms and ribs broken, head and limbs bruised. He was fifty years of age, and had engaged in the grain business eight years ago.

W. J. Donlin, who is operating a seed warehouse at Creston, Ia., has handled about 8,500 bushels of blue grass seed this year. His house is equipped with two No. 1 Pease warehouse cleaners, a 15 horse-power Otto gasoline engine and a Willford three-roller mill. Blue grass seed is gathered, cleaned and shipped to Kansas City. A fair feed-grinding business has been done.

WISCONSIN.

The Warwick & Cole Co. is building an elevator at Oshkosh, Wis., of 10,000 bushels capacity.

L. M. Washburn's elevator at Sturgeon Bay, Wis., has been purchased by the W. W. Cargill Co.

An elevator and burr mill outfit has been supplied the Bright & Farmers' Creamery Association of Salem, Wis., by the E. H. Pease Mfg. Co. of Racine.

R. S. Allen's grain elevator and feed mill at Fond du Lac, Wis., was burned on the night of December 24. The flames were discovered in the basement, and are thought to have been caused by crossed electric light wires. The building was erected in 1860 as a church. Loss, \$30,000; insurance, \$15,800.

The Globe Elevator Co.'s 40,000-bushel elevator at Hartland, Wis., was burned on the night of January 3. It contained 13,000 bushels of barley, 2,000 bushels of wheat, 1,800 bushels of oats, corn and rye. The insurance on elevator and grain is \$15,000, which, with salvage, just about covers the loss of \$7,000. A fire wall 18 inches thick separated the engine house from the main building, and was the means of saving the engine room and west warehouse. But for this wall, which extended three feet above the roof, the loss would have been total. As it was, the loss on the engine room is only \$25. This is the more remarkable as the engine room was of frame, lined inside with brick.

The grain trade of Milwaukee shows a large increase in 1898 as compared with 1897. Receipts of corn were 7,361,000 bushels, against 3,639,000 bushels for 1897. The total receipts of grain were 44,629,892 bushels, against 39,048,664 bushels the preceding year. In detail the receipts in grain were: wheat, 12,379,732 bushels; corn, 7,361,900 bushels; oats, 11,212,000 bushels; barley, 11,765,240 bushels, and rye, 1,911,020 bushels. The shipments have been: wheat, 4,635,242; corn, 8,272,167; oats, 11,357,676; barley, 5,517,689, and rye, 1,553,475. The difference of 13,193,643 bushels, between the total receipts and the total shipments, represents the consumption and holdings of grain in Milwaukee for the year, the flouring mills taking, for instance, a total of 7,744,490 bushels of the total receipts for the manufacture of flour and the maltsters taking a total of 6,247,551 bushels in the manufacture of malt.

MINNESOTA.

The National Grain Growers' Association met January 2, in St. Paul, Minn. J. K. Grey, agent at Northcote, Minn., for the St. Anthony & Dakota Elevator Co., expects to quit the grain business and remove to the Pacific Coast.

During the past four months many thousand tons of elevator screenings have been shipped from Duluth to Minneapolis for feeding to sheep and cattle.

Peter Plein, who has been in the saw-mill business at Menahga, Minn., for the past five years, has purchased John J. Quinn's elevator at that place, with a view to increasing his business. Mr. Quinn is now located at Waverly, Minn.

An incendiary fire at Clara City, Minn., December 27, destroyed the Northwestern Elevator with 35,000 bushels of grain, the Interstate Elevator with 2,000 bushels of grain, and two Great Northern freight cars. Loss, \$27,000; insured.

The six carloads of damaged grain from the burned elevator at Utica, Minn., were sold to the highest bidder for \$600. The Marfield Elevator Co. is undecided whether or not to erect a cleaning house, but in any event will build a storage elevator.

Duluth's grain trade broke all records last year. Receipts at the head of the lake were 66,763,000 bushels of wheat, 3,343,000 bushels of corn, 3,694,000 bushels of oats, 2,197,000 bushels of rye, 3,103,000 bushels of barley, and 6,822,000 bushels of flax. The shipments were: Wheat, 54,707,000 bushels; corn, 3,608,000; oats, 5,037,000; rye, 3,187,000; barley, 3,103,000, and flax, 6,415,000 bushels.

Elevator X, in South Minneapolis, Minn., was burned to the ground on the morning of December 29. Starting in the annex the fire soon attacked the main building. Both houses contained 210,000 bushels of wheat and 60,000 bushels of flax, which was ruined, there being some salvage on the wheat. The insurance on the buildings, owned by Geo. C. Bagley, is \$45,000; on the grain, \$170,600.

On the morning of December 22 fire was discovered in one of the elevator boats of the Marfield Elevator Co.'s cleaning house at Utica, Minn. The flames spread so rapidly that nothing could be saved. About 9,000 bushels of flax and timothy was in store. Loss, \$20,000; fully insured. The Marfield Elevator Co. has its headquarters at Winona. S. Y. Hyde is president and M. C. Morse, treasurer.

Fire at Whalan, Minn., December 24, destroyed the elevator of D. F. Jones, and the flat houses of the Hyde Elevator Co. Mr. Jones had in store 1,700 bushels timothy, 1,900 bushels barley, 800 bushels flax, 1,100 bushels oats, and some rye, etc. Having lost \$5,000, with no insurance, he will quit the grain business. From Jones' elevator the flames spread to the flat houses of the Hyde Elevator Co., but were put out in time to save the Hyde elevator. Loss of the Hyde Elevator Co., \$1,000; fully insured.

Elevator E at Minneapolis, Minn., was burned December 27, together with 50,000 bushels of wheat. The fire started in the engine room, spread quickly and burned so fiercely that the grain was almost entirely consumed. Loss, on grain, \$32,500; on building, \$40,000; insurance on grain, \$35,000; on building, \$15,000. The building was owned by the State Elevator

Co. C. F. Wheeler of 17 Sixth street, South, Minneapolis, owns a controlling interest, and says the elevator will be rebuilt at once.

Judgment for \$369,942 has been given against stockholders of the defunct Minneapolis Terminal Elevator Co., and Charles T. Thompson has been appointed receiver to collect the same. During its first year, beginning September, 1891, the company made a profit of 30 per cent on the capital of \$218,000 paid in, but the next year it suffered losses to the extent of \$300,000, which were later increased to \$560,000. The judgment is against the following stockholders: Estate of R. B. Langdon, \$119,300; Wm. G. Ainsworth, \$5,700; Frank B. Foote, \$200; Albert E. Clarke, \$5,000; Joseph Gaskell, \$5,000; A. H. Linton, \$5,700; William E. Steele, \$11,300; William H. Truesdale, \$4,300; Cavour S. Langdon, \$5,700; Archibald C. McVean, \$3,500; George F. Wilson, \$2,300; Levi L. Cooke, \$28,300; Wilbur F. Booth, \$2,300; S. M. Lohren, \$1,000; O. C. Post, \$4,000. The last three are liable for claims of creditors other than the C. W. Van Duzen company. No execution is to be issued against these until the Langdon estate has been exhausted.

CANADA.

Millar Bros., dealers in grain, flour and feed at Regina, Assa., have suffered loss by fire.

G. F. Motion has purchased the grain and hay business of Mallette & Co., at Nelson, B. C.

A large elevator will probably be erected at Montreal, Que., by the Canada Atlantic line.

An elevator and mill is to be built at Edmonton, Alberta, by the Farmers' Milling & Elevator Co.

The elevator of the Ogilvie Milling Co. at Pierson, Man., was burned recently with 1,500 bushels of wheat.

Earsman, Hardie & Co., commission grain dealers of Victoria, B. C., will establish a branch at Vancouver.

Elevator B., at Fort William, Ont., has been set aside by the Canadian Pacific Railway for the storage of damp grain after it has been dried.

Parrish, Lindsay & Co. of Winnipeg, Man., suffered \$1,000 loss recently by theft of that amount from the store of Clifton Watkins at Forrest.

The new Paine-Ellis Grain Drier at Port Arthur, Ont., is proving a better investment than a gold mine. Grain is in a condition this year to make drying very profitable.

Mr. Alexander, grain dealer and banker of Treherne, Man., fell off a train entering Winnipeg, and was fatally injured. He carried over \$25,000 of life and accident insurance.

The Canada Steamship Co., of which Sir Robert G. Head of London is president, is organizing an ocean freight line between Milford Haven, Wales, and Paspebiac, Canada, where a large elevator is to be built.

The movement of wheat from the Canadian Northwest up to the close of navigation is one-third less than last year. As the crop is larger, this indicates that even though the all-rail movement may continue heavy, the movement on the reopening of navigation will be greater than last year.

Bready, Love & Tryon, grain dealers, of Winnipeg, Man., have taken several eastern capitalists into partnership, and are converting the firm into a stock

company. They have purchased the old Harrison elevator at Killarney, recently owned and operated by the Manitoba Grain Co., with a view to making improvements and installing a gasoline engine.

NORTHWEST.

The Hiesing Elevator Co. has purchased the elevator of Johnson Bros. of Inkster, N. D.

The 10,000-bushel mill elevator of Nelson, Story & Co. at Bozeman, Mont., has been completed.

The new elevator in the Illinois Central yards at Sioux Falls, S. D., is rapidly nearing completion.

Jacob Schall has bought the interest of his former partner, Stephan Fischer, in the grain and coal business at Eureka, S. D.

A brick engine house is being erected by the McCall-Webster Elevator Co. at Vermillion, S. D. An engine of 30 h. p. will be installed.

E. G. Perry, having purchased the interest of T. J. Owens in the grain and fuel business at Aberdeen and other points in South Dakota, is now sole proprietor.

Spontaneous combustion caused a fire that totally destroyed the Northwestern Elevator at Langdon, N. D., on the evening of December 26, together with 30,000 bushels of grain. Loss, \$16,000; fully insured.

Agent Scott of the Minnesota & North Dakota Elevator Co. at Christine, N. D., was robbed of \$1,000 at Moorhead. With that amount on his person he was taken into a saloon, drugged, robbed, and removed in a hack.

PACIFIC COAST.

J. L. Bardwell, at one time a heavy operator in the grain market at San Francisco, died suddenly of heart disease.

All the elevators and warehouses at Tacoma are well filled with grain, there being in store at the present time about 40,000 tons.

Weipert & Hudgins have embarked in the grain, hay and feed commission business at Spokane, Wash., with an office on First avenue.

Edward Atchison, for two years buyer for Hiestand, Warner & Co., at Garfield, Wash., has resigned and will be succeeded by Mr. Hunt of Colfax.

The Oregon Railway & Navigation Co. has completed its cleaning house at Lower Albina, a suburb of Portland, Ore. Its cleaning capacity is 2,000 sacks of grain per hour, and its storage capacity 10,000 sacks, in six separate bins.

We are indebted to T. C. Friedlander, secretary, for a copy of the thirty-first annual report of the San Francisco Produce Exchange, for the year ending June 30, 1898. The affairs of the Exchange are in a flourishing condition, both as to membership and finances. Statistics are given of the exports and imports and prices of grains at San Francisco, and climatological data of California for 20 years.

The grain standard committee has made the following report to the Portland Chamber of Commerce: "Your committee begs to report that several meetings of the committee and other grain shippers were had about the 1st ult., at which standards were fixed from the crop weighing as follows: Walla Walla wheat, Winchester, 60 pounds.

A number of bags of each were forwarded to the Liverpool Corn Association for adoption by it. The Washington State grade of Walla Walla wheat was unfortunately fixed at 58 pounds, which has been cause of no little friction in the trade, and we have been obliged to ignore it altogether, as it would manifestly be a great damage to the whole crop to have so lowered the standard in the markets of the world."

TEXAS.

Grain trade news items are always welcome.

W. W. Major, Midlothian, Tex.: We take 75 pounds of ear corn and husks for a bushel.

Texas dealers will ever look with suspicion upon orders for grain from strangers at Hazlehurst, Miss.

The cotton acreage will be considerably reduced this year by an unusual increase in the grain acreage.

E. W. Morton & Co., of Farmersville, Tex., contemplate the erection of a new elevator at that place, to have a capacity of from 75,000 to 100,000 bushels.

O. P. Lawson, McGregor, Tex.: We store grain in sacks and cover the piles of sacked grain with loose grain so as to prevent mice and rats damaging the sacks. We find it gives needed protection.

C. McD. Robinson, chief inspector of the Galveston Board of Trade, reports exports for December of 1,948,819 bushels wheat and 824,155 bushels corn, against 1,230,400 bushels wheat and 350,695 bushels corn for December of the preceding year.

Following are the new rates, effective January 6, 1899, from Texas common points to New Orleans, La., for export, same not including elevator charges: On wheat, carloads, 19½ cents per 100 pounds; on corn, carloads, 17 cents per 100 pounds.

Read carefully the communication from J. A. Hughes, of the Home Grain and Mercantile Co., then send us your opinions on the subject. A full discussion of the points he raises will result in benefit to every regular dealer of the state. Let us hear from you.

The report of Secretary Crenshaw on the result of his investigation of the methods of grain dealers at Hazlehurst, Miss., which is published in this number, merits your close perusal. Its reading will place you on your guard and prevent your losing in a like manner.

It would seem natural that the grain dealers of Texas and Louisiana should eventually buy and ship rice. At present the grower sells his rice direct to the miller, who finds it necessary to send agents about the rice farms to buy it. The agents, says Mr. C. Reymerhoff, of the Texas Star Mills, must be well provided with silver money, as the rice growers consider paper money valueless and look with suspicion on anyone who attempts to pass it.

J. A. Stephenson, Alvarado, Tex.: I send my sheller and men to the farmer's cribs and shell his corn without charge; his only expense for shelling is food and shelter for men and horses, but, of course, we buy the corn as ear corn. We generally pay 4 cents a bushel more for shelled corn than for ear corn. We also haul the farmer's grain to market, but get pay for the service by a reduction in the price. We take 72 pounds of ear corn and husks for a bushel; we should take 75 pounds.

1898 A GOOD YEAR.

During the year 1898, the Link-Belt Machinery Co. of Chicago were very busy, necessitating running their plant night and day seven months and full time the balance. Representative contracts executed, were for the complete power transmission machinery, link-belt elevators and conveyors installed in the new plant of the Producers' Cotton Oil Co., Yazoo City, Miss.

Albert Schwill Malting Co., Chicago. Conveyors for handling coal into storage room and from same to boilers.

American Glucose Sugar Ref. Co., Waukegan, Ill., char. filters.

Chase Elevator Co., Chicago, machinery for Chicago & Grand Trunk Ry. grain elevator, Elsdon Station.

Chicago Virden Coal Co., Virden, Ills., one 100 K. W. dynamo, engine, switchboard, and eight "Link-Belt" chain breast mining machines.

McCormick Harvesting Machine Co., Chicago. Sand handling conveyors for their foundry.

Tuscaloosa Wadding Co., Tuscaloosa, Ala. Wadding elevator.

Colorado Fuel & Iron Co., Sopris, Colo., large coal conveyor, used in connection with their coal washer.

Stineman Coal & Coke Co., South Fork, Pa., engine, 100 K. W. dynamo, switchboard, and 10 ton 80 h. p. locomotive.

Mandell Bros., Chicago. Merchandise elevator extending 8 floors.

National Malleable Castings Co., Chicago. Sand handling conveyors.

Clearfield Coal Co., Tyler, Pa., one 150 K. W. dynamo, 2 60 h. p. locomotives, switchboard, and 3 low "Link-Belt" mining machines.

Chicago City Railway Co., Chicago. Coal elevator.

Summit Coal Co., Linton, Ind., boiler, engine, 100 K. W. multipolar dynamo, switchboard and one "Link-Belt" mining machine.

Coxe Bros. & Co., Chicago. Electric coal scrapers.

Consolidated Coal Co., St. Louis, one 100 K. W. dynamo, switchboard and one 10 ton and 26 gauge locomotive.

Northwestern Gas & Coke Co., Evans-ton, Ills. Coke elevator.

International Packing Co., Chicago. Complete system of hog conveyors.

University of Illinois, Champaign, Ills. Coal and ashes handling machinery.

Patton Coal Co., Patton, Pa., one 100 K. W. dynamo, engine, and 10 "Link-Belt" mining machines.

Julius Knack, Detroit, Mich. Retail coal pocket and conveyors.

Morrisdale Coal Co., Morrisdale Mines, Pa., engine, 100 K. W. dynamo, 10 ton 80 h. p. locomotive.

Wisconsin Grass Twine Co., St. Paul, conveyors for handling hay.

Deering Harvester Co., Chicago. Sand elevators.

Frankfort Chair Co., Joliet, Ills. Rope drive.

Paterson & Busby, Memphis, Tenn. Log haul.

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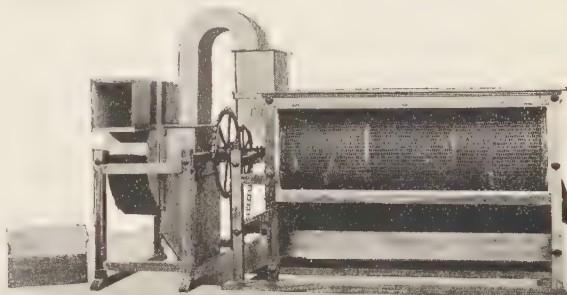
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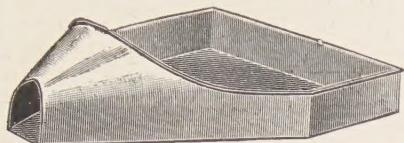
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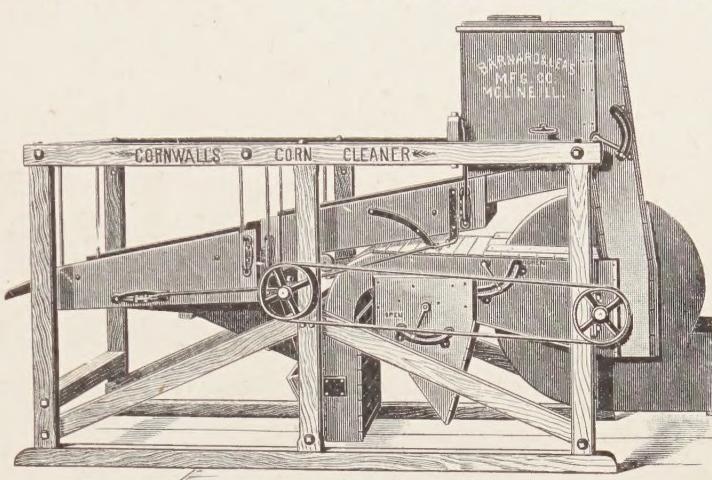
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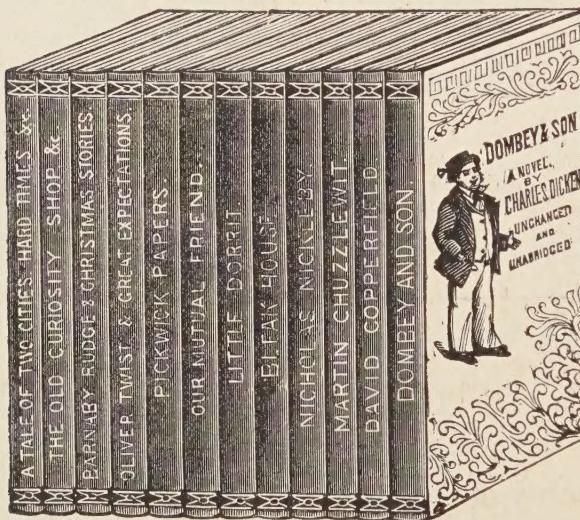
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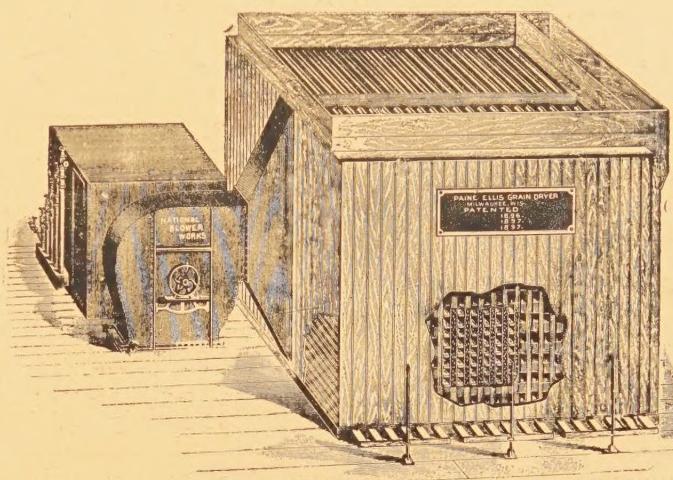
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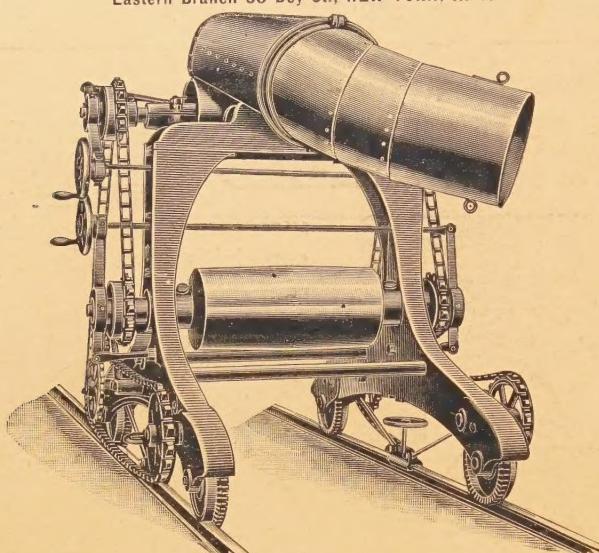
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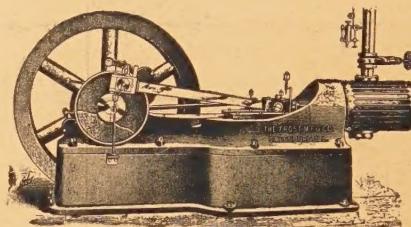
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